

Special Features This Issue
Mystic Seaport's Watercraft Exhibition Hall
Refuge on the Indian River - Ocean Sailing & Other Oddities



messing about in BOATS

Volume 14 - Number 12

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In Our Next Issue...

The International Yacht Restoration School reports on their "IYRS Open House", and Walter Fullam brings us a few comments and photos from "The Antique Race Boat Regatta".

Tim O'Brien continues his *Shoobox* tales with "*Shoobox* on the Merrimack", Noell Kreiner reveals a little known benefit of rowing in "Gig Rowing, a Romantic Experience", Jack McMillan reminisces about "A Sunday Morning Boat Ride" and Ron Hoddinott tells of "A Day to Measure Others By."

Walter Fullam sends us the Blueberry Hill Racing Team's story on "Building the *Miss America VII* Race Boat Replica", Jim Pope tells us how "Anyone Can Make a Sail" and Don Elliott continues with "Building *Paradox*, Part 5".

We'll look at some interesting small boat designs from "10 Boat Plans by Mertens-Goosens", Gail Ferris gives us the details on the "2-Meter Hot Yot Class Design" and Dennis Davis presents his latest canoe design, "Bliss". Phil Bolger's next offering remains a mystery at press time but there will be one.

The Pintle sisters present their different outlook on our game in "Boating Made Practical", Steve Magens describes "A Motorized Rudder for a Traditional Boat", Sam Overman explains his "Boat Recovery Launch Aids", Tom Weaver describes how to make "E-Z Rounded Chineses", and Stephen Page has a tip on "Removing Broken Fasteners".

On the Cover...

Two catboats running side by side at the Areys Pond Catboat Gathering held on Cape Cod in August. There's something about these catboats...

Commentary...

While I was doing up our feature story on Mystic Seaport's plans for its new Watercraft Exhibition Hall, I couldn't help but think how maybe I ought to be doing something like this on a more modest scale for what I might name "Bob's Backyard Boat Barn". I don't have Mystic's 480 small craft gathered together here, but there are more of them than I can reasonably believe I will ever get restored, or into useable condition even. Maybe a modest fund raising drive to assist in arranging their storage and securing their maintenance if not restoration?

As I bought most of my collection, my overcrowding was not exaggerated by lots of free boats, but as I kept on acquiring boats from people who no longer wanted them or from back rows of some local small boatyards because I thought I'd like to have them to restore and use, I had to hustle to keep storage space ahead of the growing fleet.

As I go into this upcoming winter, the pressure is off a bit for I haven't been chasing down all those bargains and had, a couple of years ago, sold off some I just knew for sure I'd never, ever get around to. Maybe someone without a fleet in being might actually give these boats new lives. The storage already built up is thus not overloaded, although there are still boats sitting outside year round.

Ah, yes. Before getting at the latest dream I had to make a place for it. It started about 1976 when I bought a 24' Ralph Winslow cutter I then thought I'd want to restore and sail. As I didn't want to pay boatyard storage I added a 15' wide by 30' long by 12' high shed roofed "boatshed" onto my existing barn, which was already full of other stuff after 20 years of living here.

After actually restoring the cutter we ended up hardly ever using it but by the next winter I had other things going in the new boatshed so I added on a temporary plastic covered 15' wide by 24' long by 12' high shelter in which to store the cutter. In the boatshop things like an 18' scaled down skipjack backbone was taking shape, along with the first of several Town class sloop hulls in dire need of rehabbing.

Years went by. The cutter was sold. The temporary shed began to fill up. A 17' 1941 Chris Craft runabout project went into one corner where it still sits under a blue tarp (can it be 10 years already!). Over it racks got built to hold the growing kayak fleet, which itself evolved through the years to my present set of Sedas, a Glider single and Tango double, both boats that can be used anytime. And on the outer wall hang the two Cockleshell 10' plywood mini-kayaks I built for small waters.

In the original shed stuff piles up, mostly wood, including firewood for the winter stove. A space barely useable stays clear along the workbench. Overhead hangs the skipjack backbone and a partly assembled stitch and glue kayak from a British kit someone gave me.

Most of the Townies are gone to others who I hope will get them afloat. But since a couple still are here, one, the best one, sits in

a 10' by 20' plastic covered shed behind the barn that we have come to know as "Townie Hall" I built that shed back about 1984 for an earlier Townie project and wrote it up in an early issue as it was modular and could be easily moved around. So it was, ultimately to its present location. The Townie hull about disappears each summer in a jungle growth of some giant weed that sprang from the dirt floor in the greenhouse environment. It shades the hull from the hot summer sunlight.

Which brings me to where my building expansions came to a halt a few years ago, a place down behind the barn beyond "Townie Hall" that we now know as the "Building to Be". This is a flat gravelled area 20' wide by 40' long, outlined by 6"x 6" yellow pine poles already set up to hold a roof. The poles came from a quarry where my son operated heavy equipment. They were free for the taking, so what else? They are now set in concrete foundations, but not yet trimmed off on the tops to whatever the final height of the building will become. This will probably happen when some cheap (free?) 3/4" ply comes along for the roof and sides.

Currently still hopeful of shelter within sits the 1956 18' White lapstrake outboard runabout I fell in love with a number of years ago with ideas of making it my "press boat" for covering various on-the-water events. It's original and complete, with original trailer and motor and in good shape, but needs cosmetic restoration and mechanical tuneup. It's under a tarp still. And a Townie hull so far gone now that it should be junked also is in (?) this fantasy building. I only keep it because I once did restore it and sold it, only to have it come back several years later all run down again.

Then there's the Cape Dory Typhoon weekendender. This boat had some real promise of getting to the water when I bought it from Tom McGrath several years back after sailing in Paul Schwartz's Typhoon and again falling in love. Tom had to get it out of his yard as he'd sold his house. Anyone who read Tom's many tales over the years on our pages will recall he wasn't strong on maintenance. And so the Typhoon, while solid and fully equipped, has about 25 detail projects requiring attention, attention I've not yet lavished upon it. It's on the trailer I bought for moving boats around in my fleet accumulation period.

As October arrives old boat "deals" again are appearing in local classified ads, and again that acquisitive tug is making itself felt. Hard to resist "13' Blue Jay, 2 sets of sails, spinnaker, \$200", or "Lovely little 13' Blue Jay, fresh water sailed, racing papers, trailer, \$750", or 22' Alden sloop w/sails & rigging, nds paint & tuning up, \$150". Easier to pass over is "30' wood sailboat, nds major work, have sails, rigging & motor, \$750", hard to bring that one home.

Anyway, I just ran across a Tremolino trimaran at an affordable price. As you already well know, that's where my fickle heart seems headed now. If this happens then some of the other boats just have to go. Watch for my clearance sale. It's not too likely that a fund raising campaign to support my own "Watercraft Collection Hall" would get very far.

We have become a lot more environmentally conscious over the years recognizing, when it comes to the pollution of our waterways, the truth of Pogo's observation, "We have met the enemy and it is us." Gone are the days when we casually tossed our beer cans into the wake or pumped oily bilge water into the harbor. Let's give three cheers for progress...BUT...

Most of us have been under the happy notion that if we spill a cupful or two of gasoline into the water while fueling our boats we are not doing any harm. The gas, we have believed, evaporates quickly into the atmosphere and no harm is done. NOT SO!

We have now learned that a percentage of spilled gasoline does evaporate, but only a percentage. Unfortunately, the rest of that spilled gas is absorbed into the water. From there it is absorbed into the food chain and eventually turns up in the seafood on our dinner table to be absorbed by us, and not for our benefit. In a way, a gas spill is more harmful

This is a narrative about a fleet of yachtsmen, who felt they had sufficient skills to sail across the south Pacific ocean, caught in June, 1994 in an unexpected powerful storm on what had been viewed by most when they set out as a fine pleasure cruise of some 1,000 miles across the open ocean from New Zealand to Fiji. They were overtaken by a rapidly growing storm with 70-90 knot winds and waves cresting as high as 100 feet. Three of the yachtsmen disappeared, 21 others were rescued in a valiant rescue operation mounted by New Zealand naval vessels and planes and fishing and merchant vessels in the area.

What made this more than just another harrowing tale of disaster at sea for me was the fact that the people involved were recreational yachtsmen, people pretty much like many we know who sail 30 to 45 foot yachts along our shores and to the Caribbean and even to Europe. A couple of the yachts had crews with no significant open ocean experience who still joined in on the "cruise". When it dawned on most of them that this super storm was building to their north and moving down on them it was too late for them to flee from its path. The reactions of ordinary sailing folks to this situation provided much of the fascination of this story.

The author knows all about these reactions because the dozen or so affected yachts were in regular radio contact with a New Zealand station run by a husband and wife team that provided a sort of daily contact in ordinary times, and became an emergency contact as the storm fell upon the hapless sailors. The actual words of sailors enduring horrendous conditions in boats soon dismantled, rolled 360 degrees, and totally demolished inside carry an immediacy that cannot be captured in retrospective reviews of what happened. When one yacht eventually failed to respond to scheduled contact we knew something had happened to the three people of its inexperienced family crew. Later its liferaft was spotted flying over the seas propelled by the winds, empty of passengers.

The rescuers in various merchant and fishing vessels were themselves endangered by the extreme conditions, they had been getting out of the path of the storm, but in response to the calls for assistance, had turned

Small Boat SAFETY

Don't Fool with Fuel

By Tom Shaw, U.S.C.G.A.

than an oil spill because we do not recognize its potential for environmental harm.

The U.S. Coast Guard is launching a new educational campaign to help the boating public, that's you and that's me, realize that safe fueling means ZERO spills. As this is being written, training programs for Auxiliaries are

underway and you may soon see them at your local fuel dock armed with literature and a "demonstration kit" that graphically shows what happens in a gasoline spill. Sadly, it does not take an Exxon Valdez to cause real harm. You and I are causing it every day, but without the publicity.

There are two things all of us can do right now to help preserve the quality of our waters. One is to purchase an anti-spill device for our fuel tank fill pipes. They are now coming on the market and are, or very soon will be, available at boat supply stores. For the short run, an even simpler solution is to hold an absorbent pad beneath the fuel tank's overflow valve. Any "overflow" can be caught in the pad, brought on board and allowed to evaporate harmlessly.

A little expense for an anti-spill device and/or a little extra care while fueling can and will make a major difference in the quality of the waters we so enjoy and on which we depend.

Review

Rescue in the Pacific The True Story of Disaster & Survival in a Force 12 Storm

By Tony Farrington

304 pages, 5.5 x 8.25, 25 illustrations.

\$21.95 from International Marine, Blue Ridge Summit, PA 17294-0850.

ISBN 0-07-021367-4 hardcover.

Review by Bob Hicks

back to try to rescue those in need. Several yachts were abandoned when the rescuers arrived, but the rescues themselves were fraught with danger in the enormous seas and with the problem of bringing a small fiberglass yacht alongside a big steel hulled merchantman closely enough to get the yacht's crew safely onboard the rescue vessel. And overhead for long, long hours until fuel ran perilously low, flew New Zealand naval aircraft monitoring the troubles below, unable to help those they could see through the wind driven spray and waves directly, but only serve to pinpoint locations for ships to come to. It wasn't helicopter

weather, and it was too far out at sea for the choppers' range anyway.

The aftermath revealed that several of the yachts had successfully ridden out the storm, those furthest from its violent center. And even more interesting was that the abandoned yachts eventually came ashore on scattered south seas islands weeks later. The survival ability of these pleasure yachts was impressive. Rolled and dismantled, interiors demolished, decks and even hulls damaged enough to let water in, they still stayed afloat. That just one of a dozen such small craft caught in this major ocean storm disappeared speaks very favorably about the quality of the boats the yachtsmen had chosen for their cruising.

The gripping nature of this book is in envisioning myself aboard one of these yachts, helpless before the growing fury of the sea. We can hear the planes overhead and talk with them by radio. We can hear other yachts on the radio. We can talk with the New Zealand couple staying on the air around the clock to offer us hope. But with all this contact with others, we are still alone with our own boat, the incredible conditions outside our fragile shell, trapped in the chaotic conditions in demolished interiors as we await the next impact, or roll or hear the mast alongside banging against the hull surely going to hole it. Scary stuff.



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Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253. (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804. (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343. (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404. (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840. (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759. (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827. (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4. (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Activities & Events Organizers '96...

The fall boating season brings some of the best days of the year afloat with still a lot of messing about in boats yet to be enjoyed in 1996. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

In the first issue of each month we list all those organizations (and individuals) we have knowledge of in several categories. If you are looking for events and activities that pertain to your own special way of messing about in boats, look up that particular heading and see who is listed. Then contact those of interest to you directly for details of their 1996 happenings.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688. (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930. (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401. (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636. (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202. (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd., Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720. (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802. (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754. (908) 349-9209.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945. (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC. (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040. (914) 634-9466.
Merrimack River Watershed Council, Lawrence, MA. (508) 681-5777.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202. (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101. (603) 668-2130.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930. (508) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343. (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
 New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
 Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (508) 774-1507.
 Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.
 United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
 Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
 Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.
 Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
 New England Museum of Wireless & Steam, Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-1710.
 Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748. (304) 386-4434.
 Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.
 Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
 Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
 North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
 Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
 Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.
 Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
 Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
 South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
 Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
 Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
 Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.
 Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
 TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
 Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.
 Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.
 Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
 World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.
 Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS


Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
 Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
 Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
 The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.



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You write to us about...

Your Projects...

Concentrating on Building New

I am trying to concentrate on building new canoes and am working off most repairs. I am also busy this time of year displaying my scale canoe building shop exhibit at fairs. Not very profitable but the many compliments are rewarding for this old guy.

Burt Libby, Burt's Canoes, Rt. 1 Box 1090, Litchfield, ME 04350.

Isn't There a New Wooden Boat in Your Future?

If so, we have the perfect place for you to build it. In conjunction with the Glermar Sailing Association we will begin our fourth season of wooden boatbuilding and restoration at our shop at Rocky Point, near Baltimore, MD. We have room for some projects and would love to hear from you.

For those of you who have never visited our shop when the dust is flying, I'll describe the scene: We have a well-equipped shop (cabinetmaker's table saw, band saw, several bench sanders and grinders, a jointer, etc.). There is a lot of open space and wide doorways for small craft access. On any given Wednesday evening or Saturday you will find several experienced boatbuilders around for technical and moral support.

Most important, we do good work and have a lot of fun. In our first three years we turned out two Sam Rabl skiffs, two Optimist class sailboats, an 18' crab skiff, a Platt Montfort ultra-light canoe, a Swampscott dory, the restoration of a 1923 Old Town canoe and another restoration of a coldmolded Thistle class sailboat. Work on another skiff, a lapstrake dory, a center-console fisherman and an ancient Snipe sailboat is currently underway. Rumor has it that for the coming year there will be several *Sweet Dreams* built as father-son, father-daughter, uncle-nephew projects at the shop this winter.

If you're interested in learning more about building boats with us this winter, call Ron Pilling at (410) 566-7755 or Kevin Brennan at (410) 254-7957.

Cure for Builder's Block

I'd like to share my sources of inspiration for when I get "builder's block" because I don't have enough tools, the right space to work or proper materials. The first is from the biography of Joshua Slocum. Captain Slocum had lost his merchant vessel in Brazil and was stranded there with his family. He built a 35 foot "canoe" that, according to his young son, "wasn't big enough to pray in." Regarding tools, his son Victor writes:

"Our kit, with which my father and I worked, was meagre and not altogether suited to the building of a boat. In the vessel's carpenter shop there had been two handsaws, an axe and adze, a jack plane, some augers and bits. The last were not always the right size, so the holes were enlarged by the expedient of running through a piece of red-hot small jackstay iron."

The planks had been pit-sawn with local

labor and needed extensive planing by hand with the jack plane. Clamps were made from crooked guava trees and wedges. The boat successfully completed a 5510 mile ocean voyage."

This from *Capt. Joshua Slocum* by Victor Slocum, Sheridan House 1950. This Slocum biography is fascinating and I have read it several times. I find it more interesting than just *The Voyage of the Spray*.

The other comes from the voyage of *Tzu Hang* with Miles and Beryl Smeeton and friend John Guzzwell. In the roaring forties, the boat was pitchpoled 1000 miles from Cape Horn. It was dismantled and the doghouse was gone. Also missing was the rudder. In addition to making the deck watertight and making a new 20' mast, Guzzwell made a steering oar. Miles Smeeton writes:

"It was Thursday, February 21, and the wind was dropping. John spent the day making the steering oar from the corner posts of the doorways leading into the main and forecabin. Before he started work, he clamped his saw onto a board, and in the dark, heaving cabin he began to sharpen his saw. It made me think of what a bad workman I was, who so rarely sharpened anything, even in the best of conditions. After sharpening his saw, he cut scarves and joined them all together to make a 16' length, and when the shaft was finished he fastened a locker door on the end to act as a blade."

This from *Once is Enough* by Miles Smeeton, Norton 1959.

So, put down the tool catalogue, clean your work area, sharpen what tools you have and get to work (this is the most hypocritical thing I have ever written).

Jerry Gibbs, Grand Haven, MI.

A Rowing/Float Boat

I am currently finishing a Bolger Skimmer that my father started for me before he passed away last year. Since a 2.5hp mptor is all I have available I am modifying it into more of a rowing/float boat.

Its maiden voyage was in August on Lake Waramaug in the northwest corner of Connecticut. A finer lake for messing about on has never been seen.

Robert Mott, North Haven, CT.

Thanks for the Polyester Article

Thanks to Dynamite Payson, Tim Barnum & Phil Bolger for the info on polyester in the Sept 1st issue.

It seems to me that polyester can provide an adequately strong filleted joint for taped seam construction of small dory-size boats. As Dynamite's test showed, if you can get 100% wood failure in the plywood with no damage to the polyester fillet, what more can you ask? Also, for longer service from both joints and sheathing, Tim Barnum's practice of not leaving his boats in the water for longer than a couple of weeks at a time makes good sense if size and location of the boat makes hauling a no-hassle job. Sheltered storage would be welcome relief from hot summer sun (checks

wood & degrades clear finish) and rain showers (invites rot), both known to occur there in Maryland. If the boat will be big, costly, or hopefully expected to last, or include all those serious considerations, then I like Phil Bolger's option for greater peace of mind gained by using the higher end epoxy products.

Speaking of epoxy products, RAKA Epoxy, an advertiser in this magazine, sells epoxy for about twice, rather than 3 times, the cost of polyester. I get 100% wood failure in test joints (plywood bonded to solid wood) made with their epoxy. All my test joints were fresh and not exposed to the degrading conditions that may occur during service in a boat.

D.J. Miller Corvallis, OR

Changes at Common Sense Designs

At Common Sense Designs we have the utmost respect for Phil Bolger and his work, especially his plans designed for first time builders. To this end we will continue to offer what we feel are the best of these works, including the Micro series (Oldshoe, Micro, Long Micro), Micro Trawler, Martha Jane, Big Dory, Pirogue, Brick, Fishcat and Idaho. However, instead of focusing on one designer, we are taking a new and exciting direction by offering plans drawn by other designers that meet the Common Sense criteria. We feel this is the best way to assure that we provide the widest selection of easy to build and fun to use boats to amateur boat builders.

Common Sense Designs has been, and will continue to be, a great source of plans for amateur boat builders. At Common Sense Designs our commitment has always been to the customer. Besides plans, we offer information and advice to help builders with their projects and publish a newsletter with building information, new offerings and boating anecdotes. We also support boat builders by offering epoxy kits and sails for the plans we sell, and will continue to do so, even for discontinued plans.

Bernie Wolfard, Common Sense Designs, 11765 SW Ebberts Ct., Beaverton, OR 97005.

Greetings Online

Greetings to all online messing abouters. Stop by for a visit. The site is at <http://mims.com/maib/> and my email address is dsduquet@digital.net. My site has a chat room, message board and stuff from past issues. The latest improvement is an events calendar. If you are responsible for getting the word out for a messing about activity be sure to include it on this calendar.

I am working diligently to get a classified section operational so you can list boats and equipment for sale. The site now gets about 30 visitors a day and gets accessed by all the major search engines. The statistics for the last 12 days can be seen at <http://mims.com/maib/stats/> for interested advertisers.

Please spread the word to your online friends to stop by for a visit. Happy messing about from the skipper of Messing About in boats online.

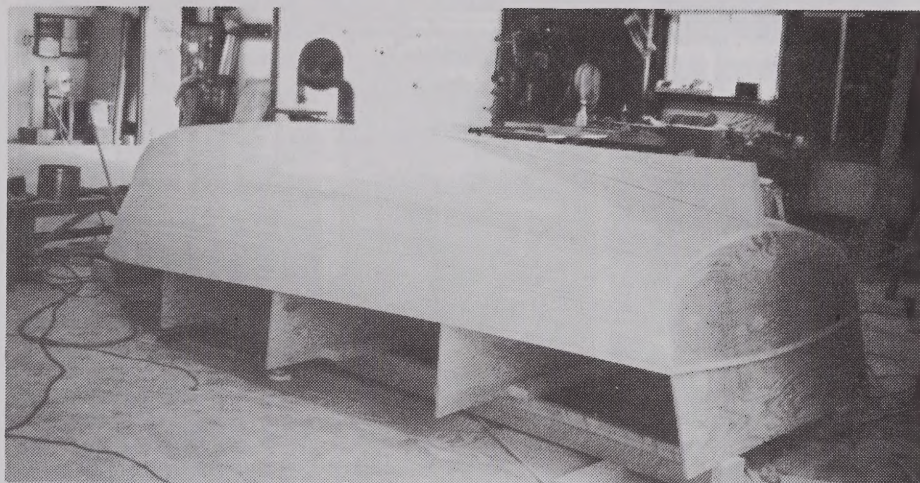
Donald Duquet, 3313 1st Ave, Mims, FL 32754.

Classic Cat

Here is a photo of the plug for our new Classic Cat. She is 14' x 6' x 10", a classic half decked cat of my own design that incorporates features of many Cape Cod cats of the 1920's. She will have a 6' x 8' cockpit with comfortable seats and good leg room and a long foredeck to keep out spray. The 130sf rig will give her plenty of power.

The construction and finish will be the same as our 12' Rainbow cat and 18' Baybird sloop, with fiberglass hull and deck and enough wood to make her feel and look like a classic 1920's yacht.

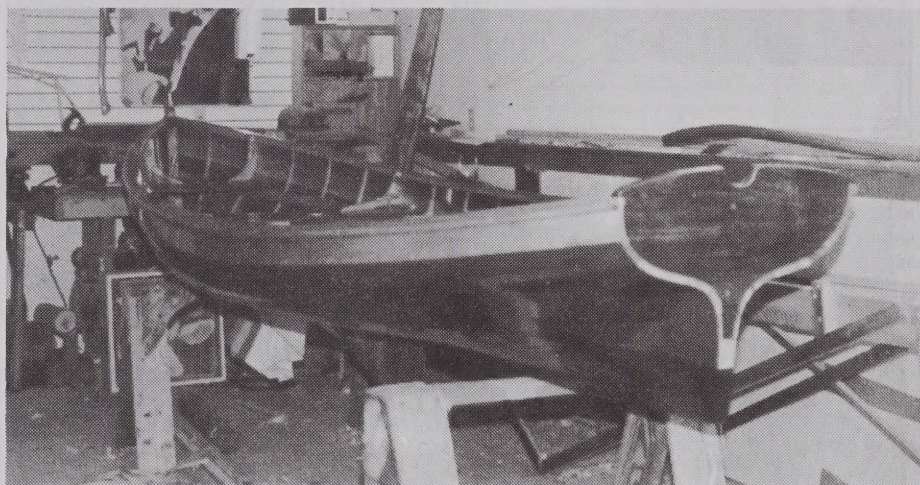
Merv Hammett, Compass Classic Yachts, Box 143, S. Orleans, MA 02662.



Two Boat Summer

I have completed two boats this summer, a 12' skiff and a 15' pulling boat modeled after the lively boats of the late 1800's. The design of the pulling boat is original with me but I adopted features taken from other boats of that era. She is built to sail or be rowed by two.

Chris Stickney, Boatbuilder, P.O. Box 1146, St. George, ME 04857.



Your Needs...

A Simple Camp Cruiser Sailboat

We are interested in building a simple camp-cruising sailboat about 20' long. The desirable qualities are small and light enough to be easily trailered and launched with a minimal fuss yet big enough to be seaworthy and permit sleeping aboard. Only essential gear need be carried; the more stuff you have, the more things you need to take care of that stuff and so on. Power would be by sail or oar. The rig should not be complicated. Finally, the boat should have a good traditional look. A sharpie, built with light high-quality plywood, seems to be closest to filling the bill. Any readers have any ideas?

Thomas G. Page, 5 Scotland Bridge Rd., York, ME 03909, (207) 363-1985.

Good Trailerable Camping Boat

I am looking for a good trailerable 25'+/- camping boat. A Drascombe Longboat comes to mind. Has anyone something of this sort to offer?

Scott McKibben, RR1 Box 28-4, Canaan, VT 05903.

Sea Sled Designs

I am looking for information on Albert Hickman's Sea Sled designs (e.g. *Wooden Boat* #100). Would anyone have knowledge of design information, particularly for the smaller runabouts? Are there any old boats around my general area that I could photograph or measure? My interest is both curiosity about an interesting design and designer as well as the possibility of building a 12'-13' version.

Louis Zimmer, 34 Amherst Rd., Port Washington, NY 11050.

Building 3-Meter Tri

This winter I will be building a 3-meter trimaran in plywood. This will be my first attempt at building a boat from scratch so all helpful information concerning location of supplies, work methods or problem answers will be appreciated.

Phil Tingley, 327 Trailorama Dr., North Port, FL 34287, (941) 423-1358.

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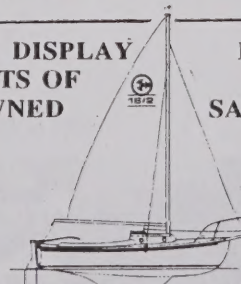
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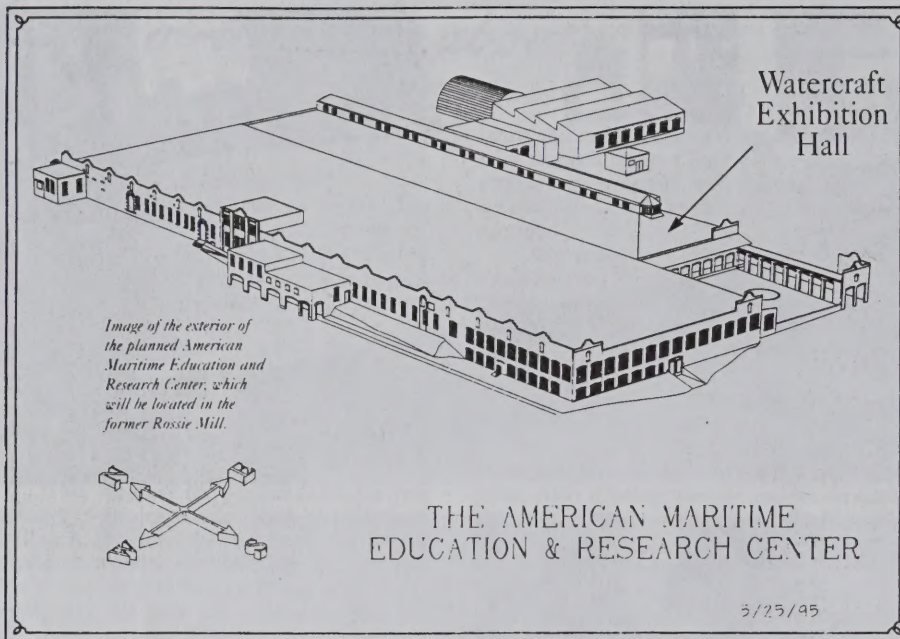
Mystic Seaport's Watercraft Exhibition Hall

By J. Revell Carr

While at Mystic Seaport this year you may have seen major changes and renovations taking place in the former Rossie Mill building directly across the street from the Seamen's Inne. When this project is completed, Mystic Seaport will present the American Maritime Education and Research Center, where all visitors will have access to all of the collections. Currently, most of the Museum's assets are inaccessible to the casual visitor and can be viewed by appointment only. Given their depth and unique nature, this is truly an unfortunate situation. In the new Center, visitors will be able to see the collections as well as access information electronically through a state-of-the-art database system designed by the Museum staff. This will be the place where all the hidden treasures come alive.

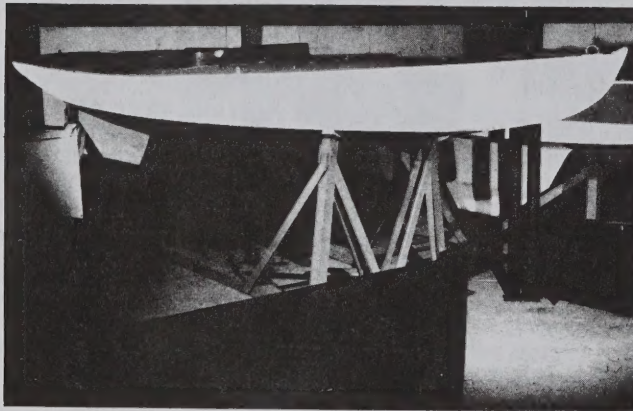
The greatest focus will be on the Watercraft collection of some 480 vessels, the largest assemblage of historic small craft in the world. This is the Museum's primary collection and perhaps least well known! It will be exhibited in the Watercraft Exhibition Hall which will occupy 40,000 square feet, approximately one-third of the entire building. The Museum is currently extending its responsibility beyond simply protecting and preserving these boats for the first time ever, to telling their stories and making them accessible to wider audiences.

To do this Mystic Seaport seeks to create a \$1 million endowment fund to generate annual income for the preservation, maintenance, security and documentation of these vessels. This is a particularly symbolic effort for those of us with a passion for small craft. With the creation of this endowment, and the completion of the renovations to the Watercraft Exhibition Hall, Mystic Seaport will have the capacity to exhibit these incredible boats for the first time ever, sharing the history a beauty of these special craft.



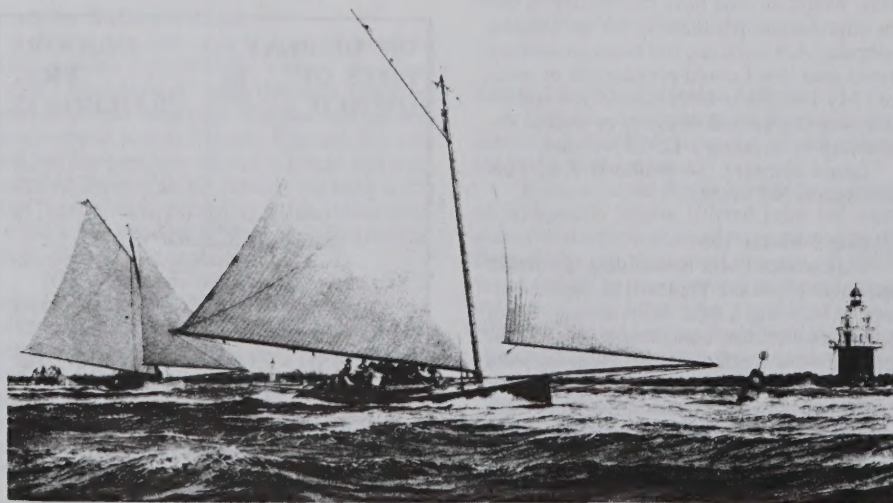
"...Wooden ships won't remain unattended like a monument. The truth is that they have to be intelligently cared for, on a day to day basis, like our lawns and our babies. There is no good short cut to ship maintenance, and never will be. In many ways this is fortunate for a museum. I say so because the attitudes and skills that were employed in the days of sail are fully as worthwhile preserving as the ships themselves."

Waldo Howland, Trustee Emeritus.



Franklin D. Roosevelt's 25 foot knockabout sloop *Vireo*, donated by Victor Hammer in 1959.

Victor May's painting of *Annie*.



WATERCRAFT ENDOWMENT FUND GIFT OPPORTUNITIES

- All donors of \$1,000 and more will be listed on a plaque prominently displayed in the Watercraft Exhibition Hall.
- The first 300 donors who contribute \$2,500 or more to the Watercraft Endowment Fund receive an 11" x 17" limited edition print of *Annie*, signed by the artist.
- Donors of \$5,000 and more receive one 11" x 17" print of the painting, signed, and remarqued by the artist.
- \$10,000 donors receive 2 remarqued prints.
- \$25,000 donors receive 4 remarqued prints (great for family gifts!)

The Watercraft Endowment Fund campaign opened in July 1995, and will run through July, 1997. How donors can participate are described more fully in a brochure available to anyone sharing our passion for historic small craft on request. Call us at (203) 572-5365 and ask for the Watercraft Collection Endowment Fund brochure and response form. Or write to Christopher M. Cox, VP for Development & External Affairs, Mystic Seaport, P.O. Box 6000, Mystic, CT 06355-0990. Portions of the information and several photos from the brochure are presented here.

"Mystic Seaport's Watercraft Collection is the largest assemblage of historic watercraft in the world. With over 480 vessels, and growing at a rate of 12-15 per year, the collection is representative of two centuries of sail, oar, paddle and engine powered boats. These vessels are the physical record of work and play on the water through the decades. They are essential to understanding the people who designed, built and used them, and the historical context in which they worked.

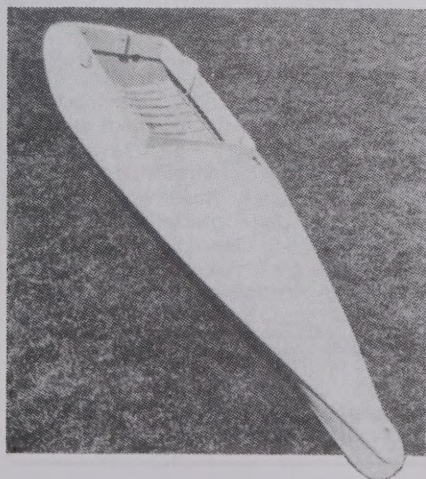
The Collection illustrates examples of the evolution of specific boat types from their basic utilitarian form into vehicles of pleasure, relaxation and beauty. The variety of boat types, including dories, yacht tenders, day sailers and power driven boats, illustrates America's changing relationship with its oceans, coasts and inland waterways.

The Museum collects boats of national and regional significance with special emphasis on the New England region. Small craft such as French-Canadian bateaux, Adirondack guideboats, and dugout canoes represent the diverse population that has worked the coastline and inland waters of the Northeast during the past 150 years."

"In celebration of this important fund raising campaign to preserve the watercraft collection, nationally recognized artist Victor Mays has been commissioned to paint an exclusive watercolor of *Annie*, the first vessel in the Museum's collection.

Annie, a sandbagger racing sloop, was donated to Mystic Seaport in 1931, and illustrates an important era in yachting history. Built in Mystic in 1880 by D.O. Richmond for Henry Tift, *Annie* is one of the popular type in which overall length alone determined racing handicaps, prompting competitors to crowd on as much sail as the vessel could carry."

A duck boat from Great Bay, New Hampshire, donated by Philip S. Drake in 1961.

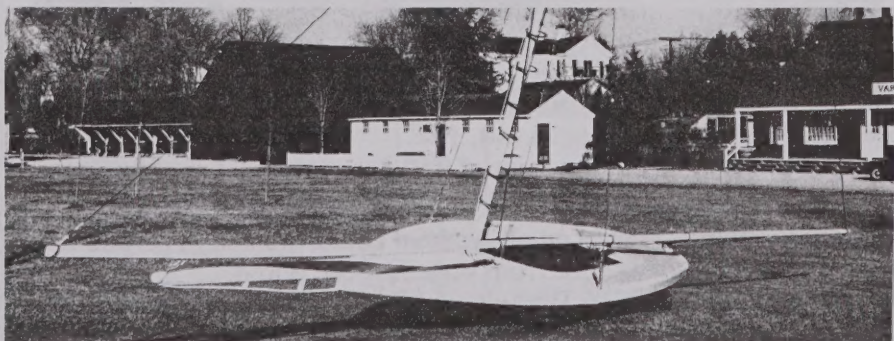


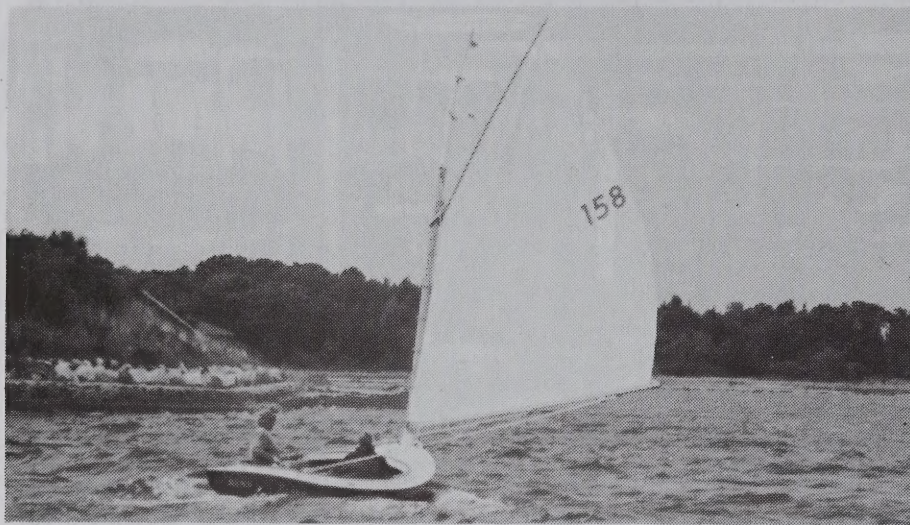
Current storage of watercraft collection in Rossie Mill.



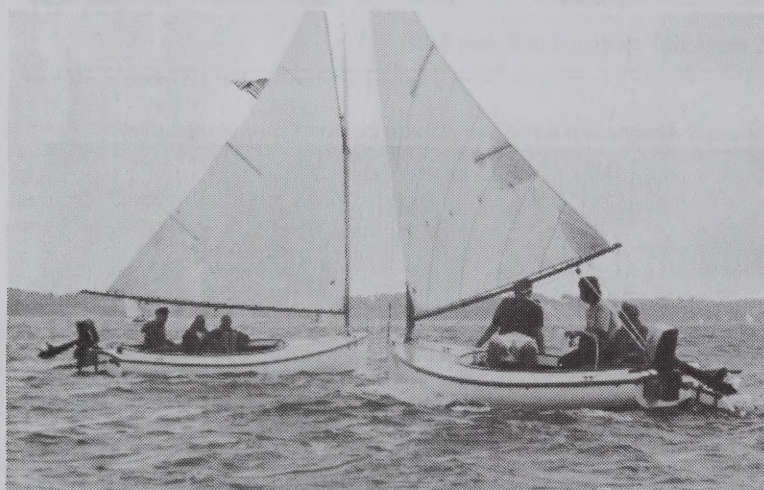
Cuban refugee boat *Analuisa*, donated by the U.S. Coast Guard in 1994.

Great South Bay ice scooter, donated by W. Dorsey Smith in 1963.





The quintessential catboat vision, all that sail way out there hanging off the bow.



Collision course? No just close tacking in two Arey's Pond cats.



Arey's Pond Cat Gathering

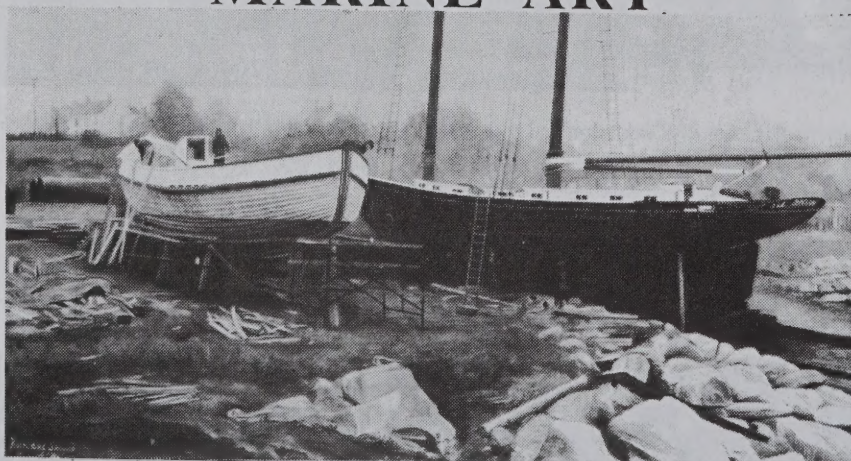
By Tony Davis

The Arey's Pond Cat Gathering on August 17th on Pleasant Bay out on eastern Cap Cod started out with no wind and overcast skies, but by race time at 2pm the clouds had broken to give way to sun and the wind had picked up to a steady 15 knots out of the southwest.

We had a very fast race with the Marshall 18's setting a new course record of 1:19. Our own Arey's Pond cats were not far behind. A total of 31 catboats took part, our largest yet gathering, with 12 of them our own Arey's Pond cats, also a best turnout. My goal next year is to have an Arey's Pond 16 at the start.

A cookout and awards ceremony was enjoyed afterwards by about 65 catboaters.

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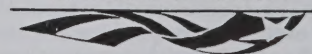
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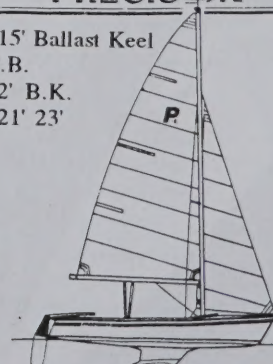


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The 75th Anniversary Regatta of the New England Beetle Cat Boat Association was held on three beautiful days, Aug. 16-18, at the New Bedford Yacht Club in South Dartmouth, Massachusetts.

The Juniors (under 18) and Mitey Mites (under 13) sailed on Friday in relatively light air. Stockton Reece of the Chatham Yacht Club was the Junior winner sailing the new boat that his mother received as a Christmas present last winter. The Mitey Mite winner was Kristen Brennan of the Falmouth Yacht Club.

On Saturday morning, fifty Beetle Cats showed up at the starting line in nice sailing weather with typical lumpy Buzzards Bay seas. Four races were held on Saturday, and two on Sunday morning. When it was all over, Dan O'Connor and Jennifer Dorhan of the Wild Harbor YC emerged the winners by 1/4 point over Ryan Richards and David Siegal of the Falmouth YC. The competition was very good with no protests, a few 720's, some minor collisions and three general recalls.

Due to the increasing winds and waves there were some breakdowns in the fleet, including Stockton Reece breaking the mast in the boat with which he won the Junior Championships the previous day. With Beetle Cats of all ages present, it wasn't surprising that a few tillers and other miscellaneous pieces were broken.

The Championships, which are named for long time Beetle builder Leo J. Telesmanick, included other special division championships in addition to an overall champion. The Junior Division was won by Steve Kirk, who had placed second in the separate Junior Championships the day before. The Women's Division was won by Carolyn Flynn of Chapoquoit YC who was last year's overall winner. Carolyn was sixth in the overall standings. The Old Salts Division was won by Roy Terwilliger of Chatham YC, who has been sailing Beetles for only four years after a lifetime in Snipes and Lasers.

In addition to the racing, the weekend was highlighted by a party Saturday night for all Beetle Cat enthusiasts. Many old timers were there in their blue blazers and Beetle Cat ties. In keeping with the fun of the weekend, special prizes were awarded, not related to the racing standings. Peter Clapp won the Long Distance award, coming from Lincolnville, Maine. Jack Vibber of Waterford, Conn. really cleaned up. He won the prize for the Oldest Skipper (82), his crew, Edward Russel won the Oldest Crew, and with the boat they sailed,

New England Beetle Cat Boat Association 75th Anniversary Regatta

By Roy Terwilliger

which was built in 1956, they won the Oldest Combined award. Bill Lawrence won the Oldest Boat award with his much reworked and beautiful 1937 Beetle Cat.

The Youngest Sailor award went to Katherine Sampson, 10, from the Chatham YC. Katherine comes from a long-time Beetle Cat family. She sailed with her Aunt, Dolly Howell, who was third in the Women's Division. Dolly normally sails a Beetle built in 1926, but didn't use it in this regatta because she didn't think it would travel too well. Other members of Katherine Sampson's family in the regatta were her sister Margaret, who was second in the Mitey Mites, and her sister Elizabeth who was third in the Junior Division.

Special presentations, which consisted of framed regatta posters with brass plaques, were given to Waldo Howland, who perpetuated the Beetle Cat in his Concordia yacht yard, Leo Telesmanick, who managed the Beetle Cat division and built almost every

Beetle that exists, and Charlie York, who now owns Beetle, Inc. and is continuing the tradition.

The final prizes of the weekend were two half-models made by Jack Vibber. These weren't normal half-models, however. Instead of being port and starboard sections, they were fore and aft. The forward half-model, which looks like a boat crashing through a wall was awarded for the "catastrophe" of the weekend, won by Peter Clapp, who broke his mast, but replaced it and continued to sail in the series. The aft half-model was awarded to the last place finisher among those who sailed all the races, won by Walter Wordell of Mattapoisett YC.

Complementing the activities on the water and at the club, Beetle, Inc., builders of the Beetle Cat had an open house at their shop which is only three miles from the New Bedford YC. They also arranged to have a display of Beetle Cat memorabilia at the YC, which contained many old and interesting pictures and documents.

(Beetle Cat Boats are 12-1/2' gaff-rigged cat boats, built by Beetle, Inc. in So. Dartmouth, MA. Beetle Cat activities are co-ordinated by the New England Beetle Cat Boat Association, Roy L. Terwilliger of Harwich, MA, Chairman. The NEBCBA World Wide Web home page is <http://www.capecod.net/sqgtg/nebcbaweb> or NEBCBA scan be reached by e-mail at wlawrence@capecod.net, and regular mail at 40 Chase Ave., W. Dennis, MA 02670-2305).



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Plans for the Labor Day long weekend were in a state of flux. Hurricane Edouard was churning up the East Coast and heading for New England. She was a strong category three storm packing winds of 130 miles per hour. As Saturday wore on, boats and marinas were being readied for a blow. We topped off the water and gas tanks and laid on some groceries.

By Sunday morning Edouard was located 320 miles south of Nantucket and heading north at sixteen knots. This would put her ashore between Nantucket and Cape Cod by dawn Monday. Decision time was here. Many boats were being hauled out. I didn't want to do this as in most marinas hauling out and storage for the winter were billed together and I hated to end the boating season so early.

Large boats from downriver were beginning to show up to anchor along the southern shore. The float at Tony Noon's boathouse in Amesbury where I moored *Shoebox* would probably be fine by itself. But was the other floats and piers all along the river, and the 150 boats at Larry's Marina, that I worried about. What happens when half a dozen of them get loose? How many extra boats would seek anchorage nearby? If you got a storm surge of only six or seven feet above normal high tide and full blown hurricane winds, many of these extra boats would be up on Merrimack Street or moored in someone's back porch.

No, I prefer to take my chances double anchored back in the marsh where you bottom out in the mud at low water and have some protection from the marsh banks and nearby woods. So I decided to take *Shoebox* up the Merrimack and shelter from the storm in the marshes of the Indian River. It's only three miles upstream in West Newbury.

Shoebox, a small (17-1/2' x 7-1/2') wooden houseboat, draws less than a foot of water with the engine tilted up. She's flat bottomed and heavily constructed, resting on the bottom will do her no harm.

Since high water would be about 4 PM, we got underway a little after noon to ride the flood up the Merrimack. Many more boats were now showing up, almost all heading upriver. Just above the entrance to the Artichoke River near Curson's Mill several large

Refuge in the Indian River

By Tim O'Brien

power boats were anchored, some had two anchors down already. Half a mile further a beautiful, big, double-ended ketch was anchored just south of channel buoy No. 40. She was riding to two anchors spaced out in a wide "V" downstream. A huge Herreshoff yachtsman anchor (100 pounds?) was being rigged on the foredeck with a long length of heavy chain and a full spool (600 feet) of 3/4" or 1" nylon. These folks were not going to take any chances. Two other large sailboats passed me and anchored east of the Rocks Village bridge.

We arrived at the Indian River entrance almost two hours before high water and anchored by the stern using the new lightweight Danforth for the first time. I would have some lunch and wait for more water depth in the Indian River. Close in to the entrance the marsh grass and cat tails have a distinct dark waterline that shows clearly the normal high water level. It's a big help in judging when it's safe to enter the river regardless of what the tide tables say. According to some there are two sunken tree trunks near the mouth, I've seen a tide ripple across one of them. So it's best to enter near high water, it might save me from a ruined propeller.

An hour before high water we pulled the "lunch hook" and headed into the Indian River. We can go in about a third of a mile to an abandoned wooden bridge. The river entrance is quite narrow, guarded on each side by long strips of grass. It then takes a sharp turn to the left, the bottom of a shallow "S" curve. I moved in about 200 yards and, as we turned right and entered the last long stretch before the bridge, dropped the big stern anchor. The flood current and a bit of engine push allowed us to run out all 150 feet of 5/8" nylon anchor rope. I then dropped the bow anchor under foot and pulled us back a bit with the stern anchor. We'd wait and see how things looked when the tide turned. I readied the light anchor for

future use as a kedge.

Shoebox is a heavy little houseboat and has suitably heavy ground tackle and three anchors, one on the bow and two on the stern. The two stern anchors are deployed from quarter posts. These quarter posts form the after corners of the hull and extend up to eye level above deck. They are made of 4x4 hard yellow pine. Each has a big block at the top. The heavy anchor to port is an 18 pound Danforth with a length of 3/8" chain and 150 feet of 5/8" nylon. On top of its post is a big open snatch block, the same type used to haul lobster pots. This anchor line goes from the snatch block down the quarter post to a large fairlead shackle fastened to a heavy bolt eye just below the waterline. This allows the anchor line to clear the propeller, unless I'm very clumsy and back down on a slack line.

The starboard quarter post holds the light anchor, an eight pound Danforth, with a length of 1/4" chain and 200 feet of braided nylon line. This is my "lunch hook" and also a kedge light enough to take out and drop from the canoe. The other end of the 200 feet of braided nylon is attached to a man-overboard horseshoe buoy. Using the swivel block on the top of the quarter post I can fairlead this rescue line to a deck winch on the cabin top. If the rescuer slips into the bowline-on-the-bight tied in the line near the horseshoe, I can pull him right up on deck.

On the bow there's a 13 pound Danforth anchor with a length of 5/16" chain and 120 feet of 1/2" nylon line. Anchoring bow and stern is a must in a narrow and crowded tide-way. It helps to be able to do so with ease.

Being well situated, I settled down to wait on Edouard. His whims would set the pace for the next day or two. As a weird looking luminous grey sunset approached, I cooked a pot of stew, made some tea and had an early supper. As if to counter the somber sunset, the marsh is a mass of colorful wild flowers, purple loosestrife, yellow jewel weed, pale blue corn flowers, white turtleheads, brown cat tails and acres of lush green marsh grass. Except for the chattering of a flock of boat tailed grackle, all is silent. *Shoebox* and I have this place to ourselves.

My weather radio is on the fritz. The last rather intermittent report I heard said Edouard might move further east and hit the Cape rather than Nantucket. Into the bunk at 8 PM, might as well get some rest during this lull.

About 10 PM the boat bottomed out, a bit cockeyed to the river's axis but on a reasonably soft bottom. By 11 PM I was able to don boots and walk around the boat, I even went out and checked each anchor. Back to bed, waking only when a rising tide refloated *Shoebox*.

I woke at 0530 to a low overcast, light wind from the east and drizzle. Barely able to hear the weather report but it seems Edouard has taken a slightly more easterly course. That would be good news. Had some tea and watched a dozen Canada geese honking their way upriver. It began to rain and by 0730 it was a steady rain with an east wind of 10 or 12 knots. So far a pretty quiet Labor Day.

By noon the wind had picked up to 20 knots with gusts a bit higher. Sounds neat blowing through the thick woods just to the south of me. I did find a new nine volt battery for the weather radio.

It didn't help much. Still barely able to hear the news on Edouard. Well, I'd watch the

Indian River refuge at high tide.



wind and make my own estimate of Edouard's progress. The last report put the storm center 80 to 100 miles south southeast of Nantucket and on a northeast course.

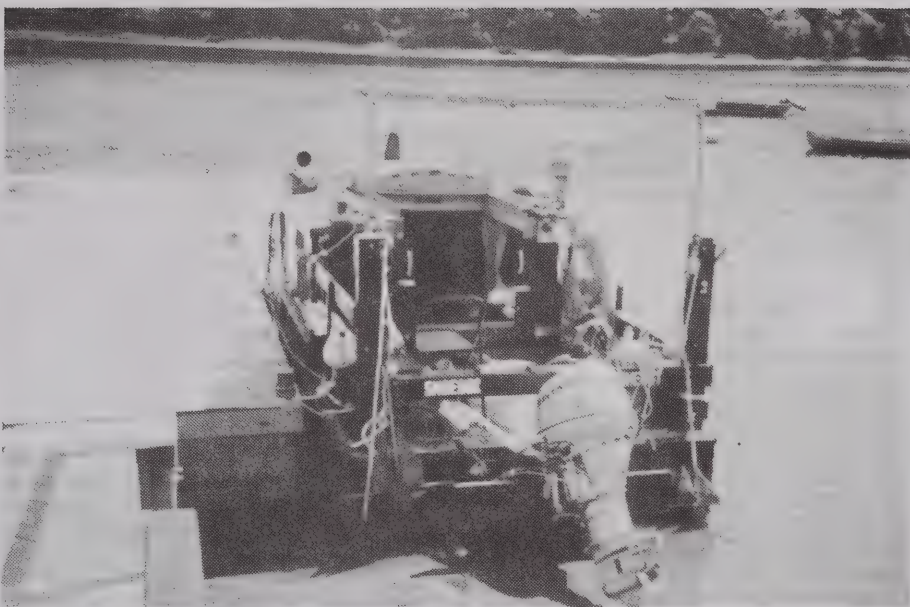
Many years ago a bright Dutch meteorologist named Buy Ballot devised a thumb rule to help seamen locate the center of a hurricane. Buy Ballot's Law tells us that in the northern hemisphere, if we face into the wind, the center of low pressure is to our right and somewhat behind us. Another way sailors have abbreviated this rule is to note the wind direction and add 10 points (112.5 degrees).

The wind in the Indian River marsh had backed from east to northeast in the past few hours. If I can still box the compass, adding 10 points to northeast results in a storm center direction of south southeast. Guess what, that pretty much agrees with Edouard's last reported position.

If the wind continues to back around to north and then northwest, we have it made, the storm is passing well to the east. After lunch I decided a nap was in order. Although "eyelid engineering" is not yet a recognized science, it is one of the few disciplines in which I excel. In his day my father was a champion "caulker" (his word for sleeping) and someone must carry on this awesome family legacy.

I don't know a more comforting sound to wake up to than the insistent purr of steady rain on a wooden cabin roof. Gustly winds had blown *Shoebox* in against the marsh bank, the reeds were rubbing the windows. The wind is blowing harder and has gone back to the north. I put on an old pair of sneakers, swimming trunks and a life jacket and then bailed the canoe. Loaded the light anchor along with 100 feet of 3/8" nylon and paddled up wind across this narrow river. Dropped this kedge anchor back in the reeds at the edge of the marsh. Slackening the bow anchor I pulled *Shoebox* out into midstream. Let it blow, we were snug in a three point moor.

Just before sunset I took the canoe out to the mouth of the Indian River. By comparison, the Merrimack was pretty wild. I counted more than two dozen big boats at anchor within a mile. A bit too crowded for comfort if a real storm hit town. Back to *Shoebox* in her solitary anchorage. I was soaked and chilled. Some hot stew and a mug of tea really helped. As I ate supper it grew dark. A muskrat swam by, the wind and rain didn't affect him in the



Shoebox on the dock again.

least. The wind was increasing but still backing, coming from the north northwest now at perhaps 35 knots, gusting a bit higher.

The old Dutchman Buy Ballot was right. With his law of storms you didn't need a radio. Hurricane Edouard was passing us to the east. However, it was comforting to hear that confirmed by the weather report later that evening.

I lit the oil lamps, wrote the log and read for a while. Finally, warmed up and sleepy, I went to bed. Set the alarm for 3:30 AM since high water was about 5 o'clock. If things calmed down by then, I would consider heading downriver to Amesbury.

When the alarm woke me I went on deck. The sky was clearing. A few stars could be seen and the wind was from the northwest at about 15 knots. I believe Edouard had passed us safely to the east.

It would take me an hour to get all the anchors in and stowed for use. By 0430 I lit my father's old oil fired combination sidelight, plugged in the new all round stern light and we were on our way. We backed slowly out of

the Indian River. Looks a little odd I suppose, but this boxy boat steers better going astern and the visibility for the helmsman is much better.

There were still several boats at anchor in the bay outside the Indian River. The Merrimack was a bit choppy as the flood bucked the northwest breeze. We idled along, keeping an eye out for the unlighted buoys while heading downriver. As first light appeared the tide turned and began to ebb.

At sunrise we made an attempt to get alongside Tony Noon's float in a strong ebb. We were not in full control and approaching too fast down current. I pulled clear to try again. I then backed carefully upstream and into our berth on the upcurrent side of the float. Much better.

Well, we'd finished a short but successful cruise. But was this trip necessary? In retrospect, probably not. Was I disappointed at all that work for nothing? Absolutely not. I've seen a few hurricanes up front and personal. Passing east at a hundred miles, Edouard was close enough for me.

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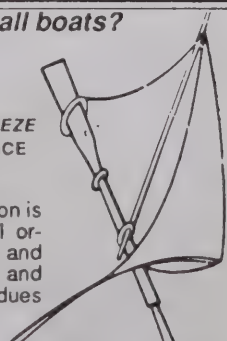
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Before I agreed to crew on a boat racing in the Twentieth Annual Around Long Island Regatta, I surveyed everyone I knew about the event. Of my unscientific sample of a couple dozen former participants, not one said they enjoyed it. Nope, not one. Not even those who were planning on going this year as they had many times before.

The reasons given were numerous and unarguably rational. There was always either no wind or altogether too much wind, never anything in between. No one ever got much sleep on the three-day race and total exhaustion was guaranteed by the end of the weekend. More often than not the food consisted of cold sandwiches, for *all* meals. The cabin environment was always wet and rank, the two perpetually vying for superiority. Mal de mer often devastated entire crews, leaving the few healthy souls to sail watch on watch. This was not a pretty picture.

The reasons given for going were much fewer and less rational. Based on my unofficial survey, I just could not figure out how they got enough people to sail all of this year's 87 sailboat entries. My neighbors' motivations for going were often ill-defined, vague and nonsensical. Unlike the complaints, the positive responses were usually mumbled through embarrassed, sheepish grins. "It's an experience." "Free beer." "Why not?"

With unerring, clear-sighted logic like that, I just had to go. The decision having been made meant the next step was provisioning. According to the regatta notice, the skipper was responsible for the required life raft "capable of carrying the entire crew." Just renting one of those things was a few hundred bucks. The life raft was probably the most expensive item. The various foodstuffs and large amounts of beverage were also to be supplied by the captain. The fearsome prospect of a mutinous crew rather than any ruling by the race committee provided the incentive for adequate quantities of the latter.

The necessities that each crew member was responsible for were much less. The abovementioned survey of my neighbors yielded some unexpected recommendations for things one absolutely must have for a race over three days and two nights (see Table 1).

Don't Forget the Fresh Underwear

By Ken Ong

One seasoned salt, Torr of the boat *September Song*, found that a container of baby powder for those sensitive areas subject to chafing was worth more than gold. From *Wuestwind*, Lorraine from the foredeck suggested a daily change of dry, clean underwear and Greg from the afterguard strongly recommended a dry gear bag. Bob of *Rolling Home* warned of seasickness. For seasickness I brought Dramamine II (meclizine) which, at least for me, really caused less drowsiness than its predecessor, Dramamine I. I also wore the acupressure wrist bands and had a backup bottle of ginger root pills stashed in my duffle bag. A couple handfuls of power or breakfast snack bars proved useful for breakfast or snacks.

By the way, three of the four previously quoted survey respondents had gone before but had no intention of ever going again. Ever. Not for love nor money.

For those of you concerned about boat weight and its contrary effect on boat speed, there are a few sundries that can be left ashore. I never made use of my toothbrush nor did I bathe. Soap, shampoo, toothbrush, dental floss, toothpaste and other implements required for living in a civilized society were just so much excess baggage. Another tactical advantage to abandoning personal hygiene became apparent. If you were downwind of us, we gave new meaning to the definition of "dirty air." Anyone who tried to pass our stern would take one sniff and be sorry they even thought of passing us.

July 25: Thursday

The great day finally arrived and our *Arcadia*, skippered by its owner, Captain Quentin Thomas, left at 0700 hours as the tide ebbed. A few of us had been too excited to sleep much the night before and remained so the first morning of the race. Another neigh-

bor, Bill Lindemann, sailed his *Deja Vu*, the other regatta entrant from our community. Leaving our own Little Neck Bay, we headed west, slipped under the Throg's Neck and then the Whitestone bridges. Once past the air traffic at LaGuardia Airport, we tailed a garbage barge into Hell Gate down the East River. The odor was an appropriate background scent for this justly named hazardous passage. Ironically, in the original Dutch "hellegat" means "beautiful pass." Obviously, the Dutch never had to sail behind a garbage barge from the 20th century Big Apple. As my family will attest, I smelled even worse upon my return home.

Brooklyn was off to port and Manhattan, with its skyscrapers and famous skyline, was on starboard. We got a view of North Brother Island where Typhoid Mary was incarcerated. I wrote a paper in school about her and felt odd knowing she had looked upon this river from her window so many years before.

Gloating the whole while, we sped past the rush hour motorists stuck on the FDR Expressway, knowing they would rather be sailing then stuck in gridlock. At least that's what most of us were thinking when we were the ones mired in traffic. Beyond the Brooklyn Bridge was New York Harbor, the South Street Seaport and the square rigger *Peking*. We glimpsed the Statue of Liberty shrouded in the morning fog as the Staten Island Ferry busily carried commuters to work. The entire city had already awakened and marched itself headlong into another grinding work day. And here we were off on a leisurely sail for a three-day weekend.

The starting line was off Rockaway Point. We arrived at about 1000 hours, four hours before the race was to start. The anchor hopped off the shell covered bottom for a while before setting. Those with the first watch took advantage of the break to take a nap. One race veteran reminded us to sleep whenever we were not on watch. This was sound advice. Some of us partial to afternoon siestas find that apt advice off the water as well.

The race committee boat was a working tug boat. Its overwhelming size made it easy to spot and its sheer mass ensured that any sailboat that rammed the committee boat would be the worse off for it. Forget about being disqualified, your boat would simply sink and withdraw from the race. This race committee boat added its incomparable might to buttress its authority.

Our *Arcadia*, Quentin's 38' Beneteau, started with Division 4 (PHRF, non-spinnaker). The sight of such a huge fleet of vessels under sail was enough to bring joy to the heart of anyone who loves sailing. The work of sailing the 191 nautical mile course began in earnest as a strong southerly blew 15 to 20 knots off the starboard beam. We sailed eastward off the south shore of Long Island. Two trimarans, *Toshiba* and *Transient*, whizzed past easily doing 20 plus knots, each with their windward hulls flying. They would finish the race in about half the time we would. While we watched the multihulls rocketing by us, Bob served up an delectable repast of Spanish rice, which proved not all food during the race had to be cold and/or tasteless.

As the old aphorism goes, you can't sail away from your problems. We were reminded of the real world sometime in the middle of the night when we passed the TWA flight 800 search vessels several miles south of us. Even



after this tragedy, life went on. The distant lights off to starboard were the last I saw before I finished my watch and fell asleep in the forward cabin amidst the sail bags. The sound of the bow wave just inches from me on the other side of the hull was a soothing lullaby.

July 26: Friday

With daylight came fog. We could barely see a boat length beyond the bow. A fishing trawler would emerge from the fog only to disappear into its midst again. We periodically gave warning blasts from our air horn as we heard others doing the same. The foghorn from Montauk Point seemed to be constantly changing direction in the meandering mist, from off the port bow, the starboard bow and then from the port beam. Walter and Manfred, our navigators, kept us on track with the Loran and GPS. Breakers murmured somewhere to port and we finally saw the lighthouse blinking its lone eye and sounding its mournful horn.

As the fog lifted, the wind dropped but the tide ran with us. We entered the Plum Gut, the channel just south of Plum Island. Whirlpools swirled menacingly on both sides of us, separated by chop. We saw two other hapless racers closer to the island swept into a vortex, spinning 720 degrees bow-to-bow just a few feet apart. Luckily, we made it through the Gut and the race unscathed. While waiting for wind we encountered the *Neverland Express*, a Tartan 30 in Division 3 (PH12F, spinnaker). They marveled at how we had kept pace with them despite our stove, oven, ice locker and other weight. They were tactful enough not to mention the considerable additional ballast our crew provided compared to theirs. One fact seemed certain, when there is no wind, even fast sailboats go nowhere.

A few of us dozed while sitting on the rail. A breeze from the southwest got us moving at four knots through the water while the changing tide pushed back at two knots. The miles started to tick off as the telltales fluttered. The sun shone in a perfectly cloudless azure sky. Great for catching some rays while sitting on the rail but not for making wind and racing. From the cool of dawn, the heat of midday and the falling thermometer in the evening, we went through endless clothing changes. As soon as we struggled out of our foulies or added a Polartec, it seemed like it

was time either put them on or peel them off again.

A baked ziti dinner at sunset began my watch. Warm food was a luxury and cause for celebration. Sometime around 2300 hours the Loran started to work erratically and all our shipboard electronics suddenly died. Thanks to a full moon and the lighted buoys we were never in any real danger. We continued to sail the boat as fast as we could. We checked the telltales with our flashlights regularly to adjust course or trim for speed. We neared Stratford Shoals and wanted to stay clear of its shallows. At midnight the wind shifted from the southwest to the northwest. After what seemed an eternity, we finally lost sight of the Stratford lighthouse after 0100 hours and the end of my watch. Still wearing my wet clothes, I fell into the windward berth in the cabin to sleep a deep, dreamless four hour sleep.

July 27: Saturday

The last morning of the race we were blessed by an outstanding sunrise, splashing highlights over the waves behind our transom. I munched a power bar for breakfast. Quentin tried one and gagged. They are an acquired taste. As my wife is fond of reminding me, I am a gourmand not a gourmet. Quantity, not quality. It's worked for me so far.

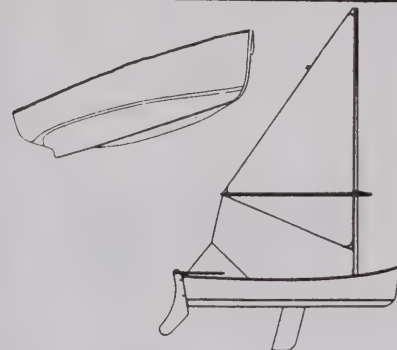
As the sun rose, we got a glimpse of the other racers in our vicinity. Mary Dominique's *Glory*, a C&C 34 (Division 5, PHRF), was within sight. Mary's an excellent racer and we felt pretty good just knowing we were fast enough to see her stern. The end of the race was not too far off. At about 0800 hours, 41.7 hours from our start, we sailed into Hempstead Harbor, past the Glen Cove Breakwater and race committee boat. The committee fired the shotgun marking our first to cross the finish line in our division status. Though our corrected time put us in second, we got "the bullet," which had us whooping and cheering like little boys.

The next day an official awards ceremony was to be held with warm food and various liquid refreshments. Nevertheless, immediately after the race there was one reward we all looked forward to no matter how we placed, a long, hot shower. Just the thought of how good that shower first felt sounds like a good enough reason to do the race again next year.

Table 1: List of Provisions for Crew

- Change of dry clothing (at least 2 sets)
- Quick drying long pants
- Dry gear bag
- Dry underwear
- Talcum or baby powder
- Dinghy boots (regular sea boots can be dangerously heavy if you're washed overboard)
- Neoprene socks (keep your feet warm when wet)
- Seasickness preventives (meclizine, acupressure wrist bracelets, and ginger root pills)
- Foul weather gear
- Sunblock
- Sunglasses
- Baseball cap
- Sailing gloves
- Inflatable PFD with harness (only useful if worn), strobe light, whistle, hand flares, and rigging knife
- Power or snack bars

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The phone rang one day recently and it was Bill Dennehy calling to ask me if I could join him for a Saturday sail on the Chesapeake Bay in his O'Day 27. As it turned out, though, I had another commitment for that day and couldn't make it. But, as we were saying goodbye, Bill casually asked me if I might have the time and be interested in going for a week long sail out into the ocean. Bill knew I had some blue water sailing experience and he was baiting the hook.

My first response was to ask Bill if he really thought it wise to take his O'Day out into the ocean. Bill's O'Day is a great boat for the Chesapeake Bay, as it is a light displacement boat that moves well in light breezes. It also has a wing keel that only draws three feet. It keeps Bill and his companions from frequently digging out of the infamous black mud that most Bay sailors live with. But an ocean cruiser it isn't. Bill laughed and said that no, it wasn't going to be his boat for the upcoming trip, but rather a friend of his who had a wonderful Oyster 42-foot sloop that was rigged to cruise anywhere in the world.

Bill's friend, Dr. Matt Gibney, has only been sailing for about five years and has never been out of the Chesapeake Bay. He wanted to get some deep water experience for himself and some of his children, but wisely wanted a few other hands aboard who had ocean sailing experience in the event the weather got nasty or some other unplanned event occurred.

The itinerary for the trip was as follows: Leave Chesapeake Harbor and sail about 120 miles south/southeast all the way to the mouth of the Chesapeake Bay, out through the Chesapeake Bay Bridge Tunnel, turning east into the Atlantic Ocean. Continue sailing in the general southeast direction for another 140 miles or so until the Gulf Stream is reached. Drift in the Gulf Stream for a day or so and return by the same route on or about six days later.

I told Bill I needed to check my calendar (which took about a nanosecond!) and agreed to join in on the upcoming voyage. I couldn't wait for the trip to begin about two weeks later.

Day 1: The day started with a bad omen: I locked my keys in the car at the marina and had to call AAA. When we finally got out in the Bay and raised the sails up, the wind was blowing about 15 knots from the southwest. We were heading southwest. So, the whole first day consisted of beating to windward and tacking a lot. The wind kept freshening so we had to reef the main, to one reef point and then to the second. I did most of the sailing that first day and really enjoyed pushing the boat. Matt was constantly worried that I would blow out his mainsail.

I assured him that there was little danger of that in the 20 or so knots of wind we were then experiencing. Since the Oyster is a heavy displacement cruiser, it just slid right along through the two to four-foot chop. The wind finally got up to 25 knots and gusted to about 32 knots. Matt was apprehensive about continuing to sail as we were now taking a lot of water over the bow, although Bill and I tried to reassure him.

Wind direction, rather than speed, however, was the real culprit. The primary problem on that first day was that we were not making enough progress to the south toward the ocean. We decided to drop sails about 1700 and motor. Matt gave us some instruction on using the new GPS system to pull up his pre-

Ocean Sailing and Other Oddities

By Warren Milberg

viously plotted waypoints and plot the latitudes and longitudes on the charts. We also used the autopilot, just call up the course and bearing on GPS, look at the compass course to attain it and dial up the autopilot. The boat then steered (and compensated) for the course plotted. I was amazed to see waypoints (light-houses, buoys, markers) come up on the horizon after hours of watching the boat do all the work by itself. With the exception being that we were not sailing, it was very pleasant.

As it turned out, we used the autopilot a lot since there was not much wind for the rest of the trip. The Oyster really needs about 12 to 15 knots to get up and move. Anything below that is just putzing along.

After motoring all night, we reached the Chesapeake Bay Bridge Tunnel about 0800 on Sunday morning. On watch the previous night, Bill and I were a bit nervous at first about being able to identify and separate "good" things from "bad" things. Correctly identifying light-houses and navigation buoys are good things; other ships bearing down on you, the land and other immovable objects that can sink you are bad things. It was very hard to tell distances on the water at night as well as being able to tell when you are on a collision course with another ship or boat. Many of the lighted aids to navigation all had the same flashing pattern, so we often were not sure which was which. When we really wanted to know where we were we dialed up our lat/long on the Loran or GPS, plotted it on the chart and compared it to what we thought we were seeing out there in the night.

At one point in the middle of that first night I went down into the cabin to get something to eat. I came back up on deck about five minutes later and my heart began to pound loudly. About 100 yards off our port beam was a huge tanker ghosting along at about 25 knots (we could only go about six to seven knots). The point was that while Bill and I thought we were paying attention to what was going on around us, this huge tanker had crept up on us and passed us without any of us seeing or hearing it. As we crashed forward through waves in the dark of night, we had not spent much time looking behind us. We could only wonder if that tanker had seen us on radar. We'll never know.

We had a number of incidents that first night out in the Bay with other ships that were very hard to judge as to speed, direction and intent. Bill and I frequently used the "if the bearing does not change" method of determining if we were on a collision course. It seemed to work if you saw the other ship early enough.

Day 2: The day was uneventful as there was just about no wind so we continued under power. We were now in the ocean and it was awesome. Huge and heavy rolling waves and miles of just plain green water. The rolling motion soon got most of the Gibney family seasick and throwing up over the side. Matt had given his family Dramamine tablets or Scopalamine patches, but either they didn't work or were used too late. Luckily, neither Bill nor I got sick.

We powered on to the southeast, seeing

no boats or anything. Land had long since disappeared behind us but no one seemed to want to talk about it. As a matter of fact, Matt's children had little to say during the whole trip. I think they had little appreciation for what we were doing and got tired of the watch routine. It seemed to me like a hard trip for children their ages.

Later on that day I noted two U.S. Navy cruisers on the horizon. As we got closer, we also noted a strange looking structure in the ocean near the cruisers that looked like some sort of white radio tower with what looked like an oil storage tank in the middle of it. At first it looked as if it were a permanent structure in the ocean, much like an oil drilling platform. But on closer observation we noted it was anchored. (Later on we determined it was being towed by one of the Navy ships.) At this time we saw a small hydrofoil approaching us on the horizon. It's interesting to note that all this was taking place many miles out into the Atlantic.

When it became clear that the hydrofoil was really coming directly up to us, we tried to raise him on a portable VHF radio. We made contact on Channel 12 and he told us to call "the tug Mohawk on this channel." The "tug Mohawk" turned out to be one of the Navy cruisers who was, in fact, towing the radio tower/tank structure on a very long cable. He warned us that he was making a large turn and wanted us to stay clear so as not to get caught in the tow cable. I think that the structure being towed had some sensitive purpose (probably electronic intelligence collection) and the Navy just didn't want us getting a closer look at it. In any event, we kept on course. The Navy cruiser kept us in sight for a long period of time to make sure we didn't get any closer. Eventually they disappeared over the horizon. The whole thing was strange.

Our watch was on that night when we hit the Gulf Stream. No sign posts or street markers here, but we knew we had arrived. An eerie calm and steam coming off the water made us think of the Twilight Zone. I pointed a powerful spotlight at the water and it was the most magnificent cobalt blue color I had ever seen. Since we had measured the ocean temperature, we now measured the temperature in the Gulf Stream: It was about eight degrees warmer.

During that night, two large humpback whales were sighted sleeping on the surface right in front of us. The guess was that they were about 90 feet long. Needless to say, we changed course immediately. I believe in the old adage, let sleeping whales lay. Mark and I also saw a giant and glowing eye stream by us in the water. We declared that it was a giant squid or cuttlefish, but we really couldn't be sure. All during the trip we saw literally hundreds of bottle-nosed dolphins swimming and cavorting around the boat. They seemed curious about us as well as playful. They would often swim up to the edge of the boat and float along just looking at us looking at them. On the way back to the Bay we had at least six more sightings of whales. They were smaller than the big humpbacks we saw in the Gulf Stream. Most seemed about 40 feet or so. None came too close to us and Bill and I couldn't convince Matt that we should motor over to them for a closer look.

As it turns out, the Oyster 42 is Matt's first boat. It's an expensive, well-built boat best used for pleasure sailing rather than whale

observing. Matt is also well-read about sailing and boat handling theory, but he hasn't developed that intuitive sense about sailing yet. As a result, he tried to plan too many things that are best done by feel. On the other hands he has only been sailing for about five years, so he's doing pretty well in handling a boat like his.

We ghosted along that night in the Gulf Stream as if we were on this huge blue and steamy pond. The stars were out and seeing them without any ground light or pollution made the trip all the more worthwhile. We saw only a few signs of the surface phosphorescence that the Gulf Stream is noted for.

Day 3: The day started off with a swim in the Gulf Stream to confirm its temperature, crystal clarity and strength. It was moving a long at about two knots. We then cleaned up and tried to get going sailing. Matt likes to "tinker" with many of the gadgets on board, so things went a bit slower than Bill or I would have preferred. A big thunderstorm and squall line was building to the east of us and it was ominous. We had a long discussion about hoisting and reefing the main or just getting going. Bill really wanted to just get going, but Matt was too worried about the storm coming our way and the fact that we were out about 150 miles into the ocean. We finally reefed the main and headed due west (back to land, we hoped).

At this point the storm line was directly behind us and getting closer by the minute. We unrolled the big genoa and put up the staysail (Matt had never rigged both headsails at the same time before). We really began to cook along. About an hour later we shook the reef out of the mainsail and picked up about one more knot. We were now outrunning the nasty looking storm behind us! It never caught us.

While at the helm I noticed a speck on the horizon behind us to the northeast. It was clearly a boat. As we watched it get bigger we could see that it was a fishing boat and moving pretty fast. Continuing to watch, the boat got bigger as it closed the distance to us. We now could take accurate bearings on its course and compare them to bearings taken a few minutes later. We were on a collision course.

I couldn't get over the fact that we were still more than a hundred miles out in the Atlantic Ocean, no other boats were anywhere to be seen and we were on a collision course with a boat that was overtaking us! We discussed inland waterway versus international right-of-way rules and decided that if the fishing boat was, in fact, fishing we should probably get out of his way. But since the other boat was moving so fast we thought that it couldn't be dragging fish nets. As it got closer, it was clear that it was not fishing and so we had the right-of-way. Yet it kept heading right for us.

Matt now was nervous and wanted me to fall off and turn toward the fishing boat's stern to pass behind him. I convinced him that, since the fishing boat had created the situation to start with, we had no idea what he would do in any event so we should stay on course. Finally, the fishing boat changed course to pass behind our stern. The whole incident was a puzzle. Was the captain of the fishing boat playing games with us? Why did he create a right-of-way passing situation on the open ocean? Who knows what lurks in the hearts and minds of people who go out on the ocean

in small boats anyway?

We continued on a heading of about 270 degrees until mid-afternoon when the wind slowly died. So much for ocean sailing. Down came the sails and on went the engine. We were now somewhat sure we did not have enough fuel to get all the way home, so we looked up places we might be able to stop for diesel fuel once we got back into the Chesapeake Bay. We selected one in Little Creek a few miles inside the Bridge Tunnel.

On watch I spotted the Chesapeake Light about dawn on Tuesday morning. I then pointed us toward the south entrance through the Bridge Tunnel about 15 miles distant. It was comforting to see the lighthouse way out there in the ocean and I had a lot of thoughts about early seafaring travelers who didn't have such good aids to navigation. We reentered the Bay about three hours later and pointed toward Little Creek to take on diesel fuel.

By noon we were back out and sailing, but now the wind was from the northeast, again the same direction we were trying to go. It must be some kind of "wind conspiracy." We tacked back and forth for a few hours and Bill and I gave Matt's children some sailing lessons. We talked about the finer points of forestay sag and backstay adjustment and tension as well as controlling the upper portion of the mainsail leech with the traveler. Bill is a racing sailor at heart (raced Hobie cats before he bought his O'Day 27) so he was always trying to get the sails into perfect trim. Getting the telltales to stream properly occupied a lot of Bill's time on this trip. Bill's efforts kept us going a maximum speed all the time. Matt's kids are pretty good sailors, but really aren't that interested in sailing yet.

The combination of the northeast wind and tide again forced us to drop sail a few hours later and turn on the engine. As it turned out, that was the last of our sailing.

We powered on through the day and into the night. Again, Bill and I were concerned about sailing in the somewhat restricted Bay at night in a relatively small sailboat. It is really a strange feeling to select your Loran/GPS waypoints, pick out the compass direction to them, select and set the autopilot and lean back and watch the boat steer itself to some distant point unerringly. The only problem is that it lulls you into complacency and is a bit dangerous because of it. We really didn't have any close calls that night, but we did have a few lighted and moving objects in our path that we never identified adequately.

Day 4: After powering all night up the Bay, we reached Thomas Point light about 0930. A few hours later we were back in Chesapeake Harbor Marina. We cleaned up the boat, shook hands saying we should do it again and we all went home.

Final observations: A sailing trip like this is very strenuous and tiring in terms of keeping the boat going all the time. Watches were often long, boring and cold. Dressing right was often a problem. The day watches were OK but the nights were tough. The 2000 to midnight and 0400 to 0800 cycle was somewhat easier than midnight to 0400 shift. It was hard to sleep when not on watch. We all were very tired by the second day. But there is no other way to keep the boat going all the time.

It was awkward getting the propane stove on in the middle of night to make hot coffee or cocoa without waking up the off-watch people. Using the Loran, GPS and autopilot

to motor was wonderful. If we had to do it by hand, that is, sit by the wheel and constantly steer our courses, we would have been exhausted. We also put up a cockpit awning to keep the sun off of us. We did that while we were still sailing. While it was great to have shade in the cockpit, it was hard to see the sails and keep them set right. On the other hand, we did a lot of motoring and the awning was just great.

Finally, sailing with five other people who you don't know either very well or don't know at all, was also a bit awkward. We were all in very close quarters all the time. We tended to talk about inconsequential things most of the time. No one really knew important things about the others and we all seemed to want to keep it that way because of our proximity and lack of ways to change that proximity if anyone felt the need to do so. Also, taking long sails with relatively young children would seem to require that the children be adequately prepared in terms of what the routine may be like. The children tended to get bored with sailing and didn't know what to do with themselves when not sailing. I'm not sure what they were expecting at the outset, but I don't think they would want to do this again very soon. But I would.

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Shiner is my own interpretation of Grandad's gaff sloop. The design relies on form stability and the inherent weight of the solid block model, thus eliminating the necessity of outside ballast and associated complications. The construction style is simple and straight forward requiring minimal shaping and fuss.

Maybe it's the anticipation that precedes building any boat that I enjoy, but rummaging through my scrap pile and selecting the right piece of wood for the job has its pleasure. Spruce, white pine and cedar are easily worked and make good models. I mostly use spruce because I can get free scraps from a neighbor who frames houses with the stuff. If no scraps are available to you and you have to buy a 6' or 8' length of wood, be consoled by the fact that you have enough wood to invite a few friends over to build their own sloops. (There is nothing like a little competition to sharpen skills and add excitement.)

Be careful to select a piece that is not warped or cupped and is clear enough to render knot-free parts. The blank you start with should be 1-1/2" x 5-1/2" x 12". Choose the best surface for the top or deck and lightly mark its center line with a pencil. Next select an end for the stern and draw a line across the end grain 1/2" below the deck to represent the bottom edge of the transom. Draw a second line across the bottom surface 3" forward of the stern. With your saw, cut a straight kerf between and through these lines. Except for a little sanding, the profile is complete.

Next lay out and cut the half deck pattern from a piece of light cardboard. Align the pattern with the center line on the blank and trace with a pencil. Then flip the pattern over on the center line and trace the other side. With a sharp awl, mark the centers of the holes for the mast, posts and sheet horses. Cut out the hull on the deck plan line and sand. The chine, the edge or corner formed by the sides and the bottom, can be rounded over with a sanding block to about a 3/8" radius.

Starting and drilling the bowsprit hole on the point of the stem can be frustrating as the tip of the drill wants to slip and run down the side of your creation. To eliminate this problem, flatten the stem at the location of the bowsprit with the edge of a file and center punch with an awl. After drilling all the holes in the hull, cut out and shape the keel and rudder from 3/8" stock. Bore holes for keel fastenings and rudder pins. Locate the keel on the center line of the bottom 1-1/2" aft of the stem and fasten with eight penny galvanized finish nails. Lastly, shape and then fasten 3/16" x 3/8" pieces for the splash guard with small brads. Finish sand the entire hull unit and rudder and you're ready for paint. Between coats of paint, sails can be made and spars prepared for rigging.

The gaff rigged mainsail is only slightly more complex than sprit or lug rigs and involves the fabrication and use of jaws at the forward end of the gaff and boom. The jaws can be made of any firm wood no thicker than 1/16" and are best drilled and shaped after the blanks have been glued in place. Drill 1/16" holes in the jaws each side of the spar 3/32" aft of its forward end. Wrap a piece of 180 grit sand paper around the mast to shape the inside radius of the jaws before shaping the outside. A small strip of wood, say 1/4" x 3/8" x 6" with sand paper glued to both faces, makes sanding these small parts easier. The curve in

Shiner

By George Surgent



Grandad's Sloop

Though paint weary and scarred from decades of hard sailing, she was still one of Grandad's favorites. The diminutive gaff rigged sloop was not more than 18" long from the tip of the bowsprit to the end of her boom and earned Grandad's favoritism for good reason. Being one of his early attempts at model making and surviving a few generations of hard-sailing young skippers, this boat, regardless of it's size, earned a reputation. Stout and sure-footed, she kept her course easier and stood up to stronger winds than her single sail sisters, the catboat and skiff. When it came to looks, she was no slouch either. Her high peaked gaff, long boom and proud bowsprit gave her that certain grace that begs any sailor with half an eye for a chance in the pond.

the profile of the gaff jaws may be bent, involving steaming or soaking or both, or cracking and gluing (I picked up this technique from my pals involved with stick and tissue aircraft models) or sawn into the blank. If you don't want the bother, simply lengthen the jaws enough to hold the mast without the bend.

All the spars are common dowel rod. Cut a vertical slot in the aft ends of the boom and gaff, the forward end of the bow sprit, both ends of the jib boom and mast as well as the top of the dummy rudder post and samson post. With a little light sanding to round the ends and smooth any roughness they're ready to rig, painted or not. The sails, as per my usual recommendation, can be cut from polyethylene merchandise bags and reinforced with vinyl or other suitable waterproof tape as drawn. Light cotton crochet thread and needle can be used to rig the sails. After everything is rigged, secure each knot with a small drop of glue.

Now you can cut excess line as close to the knot as you like without having things come unraveled. A small piece of line glued loosely across the open end of the jaws will keep them from jumping the mast. Do NOT glue lines to slots in spars as these will need adjusting from time to time.

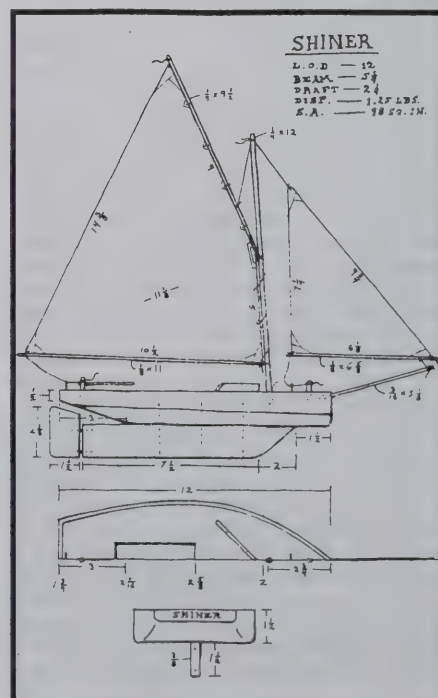
Once the final coat of paint has dried, mount the rudder, wire sheet horses, posts and spars. For a nice finishing touch, automotive pin striping tape makes a great waterline and can hide a multitude of sins. It comes in a variety of colors and widths starting at 1/16". The 1/2" wide tape works well for reinforcing sails too.

Sailing *Shiner* is straightforward. Start by setting the sails about 30 degrees to the center line, rudder centered and launch across the wind in a light to medium breeze. She should sail a relatively straight course, heading up into the gusts and falling off again as the breeze lightens. As the wind speed increases, the rudder will need adjusting to hold her off. The sloop can also be steered by adjusting the sails. Flattening the jib and easing the main will cause her to head downwind. Flattening the main will cause her to head into the wind. Sail your boat as often as you can, noting different weather conditions and corresponding performance.

I think you will be pleasantly surprised with *Shiner's* abilities. Happy building and keep 'em sailing!

For full size plans and patterns of *Shiner*, send \$7.50. If you are interested in other pond model offerings, include an extra \$1.00 for catalog to Seaworthy Small Ships, P.O. Box 2863, Prince Frederick, Maryland 20678.

(George and Marla Surgent are active members in the Traditional Small Craft Association and direct model boat building activities at spring and fall waterfront festivals held annually at the Calvert Marine Museum in Solomons Island, Maryland, as well as at the Mid-Atlantic Small Craft Festival held at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland.)



Reflections In A Mirror

About 30 years ago a very innovative, versatile boat was designed in England. The designer, Jack Holt, responded to the challenge of the London Daily Mirror newspaper to design a small boat for the "masses," one that could be built at home! Of the many entrants, a remarkable little boat won the contest in spite of funny bow, supersafe flotation tanks, the ability to sail, row and even be powered by an outboard motor.

It became known as the Mirror Dinghy in honor of the design competition sponsor. Even with her overall length of 10'11" and weight of about 100 pounds, her design incorporated sailing qualities and safety features that permit sailing in the rough offshore waters of England. She carries 30 square feet of jib and a standing lug main of 70 square feet, and by class rules those sails are always a particular red in color.

The boat was introduced at the London Boat Show and proved to be an immediate hit. The *Daily Mirror* applied their marketing expertise and arranged for kits to be manufactured. The design plus the availability of kits at very good prices caused substantial interest. After 25 years over 70,000 kits have been sold all over the world.

I built my Mirror, sail number 52023, over 15 years ago. The kit came in a single, somewhat large box. All wood parts were pre-cut with excellent precision. Included were the sails, hardware (Jack Holt Co.), everything but glue and other liquids. An excellent and extensive instruction manual complete with many pictures guided the construction through every step. Now remember, this boat was designed over 30 years ago and, amazingly, the method was taped seam construction! In fact, the Mirror Dinghy was one of the very first taped seam designs ever. This method of construction, together with the quality plywood, produced a lightweight but very strong boat.

I still sail my No. 52023 here on Lake Oswego near Portland, Oregon. If there is no wind I row her. Sometimes I fire up the 1-1/2 hp Johnson (I found it at a garage sale for \$100). I've even cartopped her on top of a 1981 Honda Civic for trips to Puget Sound and other places! Sometimes I take along another adult and sometimes a grandchild or two. But now those grandchildren are becoming old enough to sail her themselves. For this grandfather, it is comforting to know that the little Mirror with her flotation tanks is a safe boat for precious grandchildren.

I have no way of knowing just how many Mirrors are still in commission. CABBS Supply (Cleveland Amateur Boat Building Society) sold the kits many years ago. The also sold two other Jack Holt designs, a 13' and a 16' as well. Haven't seen anything about CABBS for years now. At one time kits were also offered from in Canada, I believe it was the Bell Manufacturing Co. About 12 years ago my wife and I saw several Mirrors on a beach in Belize from our chartered sailboat. A friend of mine, now back home in New Zealand, built a Mirror on the deck of his homebuilt sailboat while he and his family cruised in the Virgin Islands.

To my knowledge, Mirror dinghy kits

The Mirror Dinghy was designed as a full size boat suitable for almost the oldest of adults to almost the youngest of children. It is versatile, easy to sail and has lots of comforting buoyancy.

To illustrate its size here are the main measurements:—

| | | |
|-------------------|----------------|----------|
| Length | 10' 10" | (3.30m) |
| Beam | 4' 7" | (1.40m) |
| Weight: Hull only | 100 lbs approx | (45.5kg) |
| Complete | 135 lbs approx | (61.4kg) |
| Sail area: Main | 49 sq ft | |
| Jib | 20 sq ft | |



may no longer be available. It would be very interesting to find out just how many Mirrors are still out there. I'm sure some have wound up on the shoals of neglect, but I would like to think that most have good homes and are actively still sailing. If there is sufficient interest, I would be glad to compile a list of own-

ers. If interested, please send along your sail number, your name and address and any comments or stories that you think might be of interest to others.

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I just don't get it. I always assumed that most wannabe boatbuilders were like myself; they would wholeheartedly welcome any "insider" information on the process, and value it above any academic tomes and boat designer's marketing puffery. But, Ira Goldstein, who reviewed Reuel Parker's *The New Cold-Molded Boatbuilding* in the August 1st issue states that what was described was daunting...too complex, too tedious.

In my view this was not a book review; it was instead an essay about one man's problems in dealing subjectively with the reality of the world of boatbuilding. He did not reference any other works in the field to provide a context to help the reader understand where the new work fits in. One could not have a clue as to the true nature of "new" cold-molding unless one had a good look at the "old" methods.

The Gougeon Brothers on Boatbuilding (still in print) is undoubtedly the most notable source book in the field of laminated boat construction. If one needs a very light boat for competition, then the Gougeons are the ones to go to. It will be very expensive. Parker explains the how and why of the differences in his approach, but the explanation is so brief that one might easily skip over it.

Please let me summarize in two words, "Cost Effectiveness". Parker states simply that his designs can be built of "native woods" (which could mean plantation grown lumber or secondary growth wood), a point that I feel he should have emphasized more strongly. Here is why: "Conventional" cold molding requires specialized materials, expensive and not widely available. The conventional hard-chine plywood construction that Mr. Goldstein states will be so easy to do requires marine-grade materials throughout to work successfully over time. That means wood with a straight and fine grain for the framing, which means old growth timber, very costly and hard to find. Some of us are starting to feel uneasy about the consumption of old growth timber for the construction of toys.

Parker's methods obviously will not work for every type of boat (and he does not claim that they will), but that is true of all boatbuilding methods. As an example: Conventional single hard chine plywood construction has built-in size and displacement limitations related to the sizes of plywood sheets that are generally available. That is why such designs tend to be lean boats, often built for racing or fast sailing.

To allow proportions more to contemporary tastes, the designer will have to go to multi-chines, which increases cost and complexity. To get the displacement required for serious cruising, the single-chine plywood boat may have to be drawn with excessive rocker and deadrise, which will be detrimental to performance. Because of the size of plywood sheets, such boats will be very narrow by current thinking (which tends to favor more beam and less ballast).

To get the stability required to carry the lofty sloop rig that most sailors today seem to think they need, such a boat will need a lot of ballast in a long keel of moderate depth (the weight of which will subtract from the available cruising payload, a serious drawback), or a moderate amount of ballast on a very deep fin (which will detract from cruising utility and peace of mind, and absolutely demands first-rate engineering to make sure the fin and

Another View of The New Cold Molded Boatbuilding

By Charles Stout

hull do not part company under stress. The designer had better be good!).

Of course, plywood sheets can be scarfed or butt-joined to be wider as well as longer, but then there's the problem of bending the stuff unless it is kept thin. How thin of a skin would you want on your cruising boat? Parker is saying that we can build something closer to a true monocoque construction, a term which really implies that most, if not all, of the structural strength is in the skin, a rarity in the world of wooden boats, and certainly not true of most of the boats that the Gougeons do. They rely on the engineering principle of beam, sub-beam, and skin.

In other words, a framing system. Cost, complexity, and many more labor hours, and a thin, highly stressed skin that is easily damaged. Of course, multiple layers of thin marine plywood can be built up to provide adequate skin thickness for heavier displacement boats, but cost and complexity are increasing rapidly. If one thinks about it, one can readily see why Parker went off in the boatbuilding evolutionary direction that he did.

The building of a conventional hard-chine plywood hull presents its own set of problems. Consider the process of "offering-up" the plywood sheets to be marked for cutting. Pick up a sheet of 13mm imported marine mahogany plywood (that's about a hundred bucks that you've got in your hands). How do you like the weight? Now picture wrestling that sheet into exact position on the hull framing, securing it with temporary screws (gee, it doesn't want to bend very easily on that edge there!), crawling underneath and marking around the edges of the framing in the appropriate spots (sure you got it right? A mistake in cutting could be costly!)

Now, get that sheet off the frame and onto some saw horses and cut it to shape. Now you have to install the piece onto the frame permanently, which means setting it down just so on to members coated with slippery, sticky glue of choice, getting it aligned perfectly, and screwing it down (don't forget to crawl under there and clean off all of the squeezed-out glue before it hardens. It will be hell dealing with it later!)

Which brings up another point, fasteners. Because of the relatively small glue contact area (the frames are normally 1x or 2x material to save weight) the conventional plywood boat lives by its fastenings, and they had better be marine grade throughout. No drywall screws or stainless "self-threaders" allowed here. We are talking bronze screws for the planking and true marine hot-dipped galvanized bolts for the critical joints in the frames and floors in the larger boats. These fasteners are costly.

It is also very tedious working with bolts, holes to drill (mind the tear-outs!) and should we bed them with sealant or not? Hot dip galvanize often clogs the threads which will need a die run over them. Someone somewhere probably has a secret lube to aid in this pro-

cess, but I have found that the zinc grabs the die and makes it very hard to turn. Then one wonders how seriously the coating has been compromised. Well, one could laminate the frames, I guess. Wonder how much extra work that would be? And glue is expensive too.

Personally, I don't have any problem seeing the value of Parker's methods. I could use cheaper materials more casually placed with fewer fasteners, most of which are non-critical, and solve the shape/displacement problem all in one stroke. I won't have to worry about getting the critical bevels of the framing system just right (a must with conventional plywood construction) because there aren't any. I won't have to worry about that tricky joint at the chine up forward where the butt joint has to be turned into a lap joint (as usually happens in a conventional plywood design). The lofting will be less critical because the tongue-and-groove flooring lumber that Parker specifies as the base for the bottom laminates provides a self-fairing effect.

I'll be able to eyeball most of the fits on his designs, a wonderful freedom much like that to be found in old-time carvel construction. Chuck the Cad/Cam I say! Let's use our brains/eyes/hands and make boatbuilding a celebration of being clever creatures instead of techno-slaves. I'll be using more epoxy than the conventional plywood boat would require, but less than the "conventional" cold-molded boat with its multiple layers of veneers will demand. But the best thing about Parker's designs is I would be building a wood boat instead of some plastic thing or a floating cold steel tank!

One does not "simply make a fiberglass hull" as Mr. Goldstein suggests. I have never built a fiberglass hull, and after talking to those who have attempted it, I never shall. Fiberglass is likely the worst possible choice for an amateur project any larger than a dinghy. The most recent insight to the reasons why came in Annie Hill's book *Cruising On a Small Income* as she related the disastrous results of her and her husband's first attempt at building their affordable live-aboard dream ship.

Fiberglass is very risky unless one can afford a suitable "controlled environment" workspace. If a major fiberglass laminate has some kind of a problem one will often not be able to spot repair it as is usually possible in wood boatbuilding. Too bad if the component one has to junk happens to be the whole hull. When fiberglass was being hyped as the ideal amateur method 20-30 years ago the resin was very cheap, but that is no longer true.

All problems of working with the stuff aside (see also Thomas Firth Jones' book *Low Resistance Boats* now reprinted as *Boats To Go* for more reality checks), the most compelling reason why an amateur should not build his own fiberglass boat is to be found in the reality of today's used production boat market. One can buy a fiberglass boat, complete with curvaceous round bilge, ready to sail away for less than one could build one from scratch, or even from a "bare hull" kit (don't see many of those advertised anymore do you, wonder why?).

Most boat designers won't tell the truth about the dirty, gritty reality of boatbuilding. If they did they wouldn't sell any plans! No mention will be made of the constantly looming horrible cost overruns, the inevitable mistakes which must be redone or lived with forever, the health hazards, the constant threat of

injury, the amount of time needed to figure out what to do about the things that are needed but weren't shown on the plans, and negative aspects too numerous to mention here.

Specifically they will not say much about the one most critical aspect, the one thing beside which even the required skills and knowledge (which after all can be learned as one goes along, if one doesn't mind a constant stream of mistakes and repairs) will look pale. That thing is commitment, and anyone who has not gone through the process will not be likely to understand what a huge issue it really is. It is a fact, many boat plans are sold, but very few boats get built.

If Mr. Goldstein thought that reading the companionway construction details was tedious, what would he think of actually having to build the thing? My point is, the companionway would have to get built and built well, or the boat would forever have a major and possibly dangerous non-functioning area. One can't go to the chandlers and buy a companionway off the shelf. Even if it was available, it would still have to be installed.

I think Parker is to be praised for offering such details, most authors don't bother. The truth is, the description would be far more clear if one were standing in an actual unfinished hull ready to address the construction of the companionway, measuring tape in hand. Of course, to get to that point, the commitment barrier would have to be surmounted.

I wondered why Mr. Goldstein seemed so concerned about the chine issue. Half of

the designs in the book do not have chines. Those designs that do show chines were so equipped, not to allow the use of the 3/4" tongue-and-groove stock on the bottom, but because some of the chined designs are built with what Parker calls his "quick-molded system". These do not use any tongue-and-groove stock, and have double-diagonal plywood planks molded into the bottom. These are adaptations of vee-bottom designs that have an arc molded into the bottom for extra strength, Parker says. It is also obvious that the problem of fitting full plywood sheets to the bottom (as in conventional plywood construction) is avoided by this method.

The other hulls he shows use plywood sheets in the topsides for economy when there is no compound curvature in that area of the hull. They may or may not have chines, depending on considerations of displacement and hull depth, or in other words, how much volume the hull needs, and where it needs it, and how hard of a curve at the bilge the designer dares challenge the builder with.

Study the illustrations of hull cross-sections of the Exuma 36 versus the Exuma 44 to get a feel for this. Whether a designer would choose to place a chine in a hull or not does not necessarily relate strictly to any limitations with the construction material. The advantages of having chines were understood long before there were materials and methods available to allow the construction of chined boats that did not have structural problems related to the fitting of chines in

carvel planked boats above a certain limited size. Chine logs in planked boats were notorious rot-traps.

I think maybe Mr. Goldstein just really wanted to be reading some other kind of book. I would like to post a warning, however, based on my own life experience. I too read boatbuilding books and dreamed for 15 years of building my own boat. Finally I realized that it was time to fish or cut bait, as they say, and I did build my own boat.

I still lament the lost years of dreaming and being unable to commit to action, because the truth is I should have gone out and just bought some kind of a boat and got busy learning to sail and cruise. That's where the real challenge is, unless one has always done it because one was born into it. There is so much to learn, and so little time.

Building boats isn't such a big deal, if one can stand the work; it can be very hard. But going out and facing off against Nature, that's something else. That's why a designer/builder like Parker impresses me so much. He actually has used his own creations "out there" cruising. He bothered himself to write a book as a labor of love (there's no money to speak of in boatbuilding books, the market is tiny), and he includes some useful tips on using and managing and repairing the boats in his book. The man is a teacher, and an innovator.

Anyone who would like to read another review of his book should have a look at *WoodenBoat* #95, July/August 1990.

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As far as we know, she wasn't built.



Building *Paradox*

Part 4

By Don Elliott

In a previous installment I mentioned that *Paradox* could be built in six months. It is said Connecticut Sharpies were built in six days by our hearty ancestors. I would like to look back at those times to see what occurred; the transition through time and how we became what we are today.

Sailing boats over the world exist in so many different styles and types. What thoughts brought into the mind (or minds) that this is what a boat should be? Some places use only one type, never varying from that one design. It's size is always the same, the construction method repeated. Even the way it's maintained remained the same. It met the needs of that area.

There are boats built without a nail. Boats built solely based on superstition. Some having intricate sail controls, others hardly any at all. Some were small; if it was needed, others were large to carry big loads. Some were extremely fast. Others need to climb the beach daily. Most were not cherished in any way, looked on solely to put food on the table. The fate of boats before wood preservatives, paint and fiberglass was to eventually rot away, only to be cloned again, living out an existence like its predecessor. Each had its own final destiny.

The true sharpie is extinct. It was simplicity in its best form that made the boat successful. Practicality was its primary concept. It is an American invention originating on the east coast. It was designed by a person who focused on its usefulness and sensible construction. Everytime it sailed into a new area it replaced whatever craft existed there. Once created, its popularity spread to many areas. Was it loved by everyone?

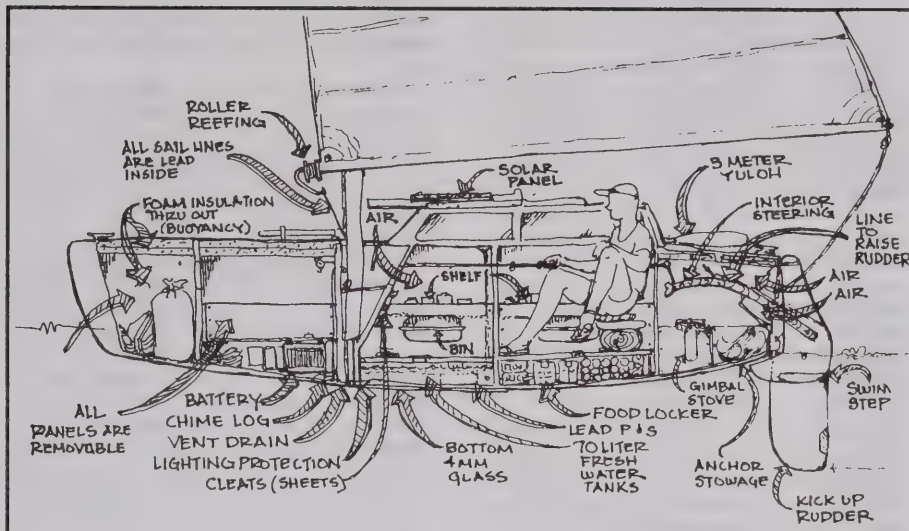
The answer is no, as always, the deep sea, deep keel, heavy ballast fanatics are forever with us. C.P. Kunhardt strongly opposed sharpies claiming lack of seaworthiness, comparing them to English cutters popular at the time. As always these types fail to see that some boats are good sailers in average weather conditions and need not meet deep sea requirements.

Imagine; a blue sky, a fair wind, the sails of the sharpie aren't trimmed perfectly: no matter you're enjoying the view and in no real hurry. It's 1870, your days are taken one at a time and more by the seasons than the calendar. Soon it will be fall, it'll be time to remove the mizzen mast, needing only one sail for the stronger fall winds.

The fisherman pick their fishing grounds by the direction of the wind today, avoiding the beat to weather. They've agreed on the fishing site; freeing the sails, the anchor is dropped over the stern, the line cleated off aft, the mizzen furlled to it's spar. The main is let forward over the bow. The sharpie weathercocks itself, bow down wind.

Afternoon winds rise in their daily pattern. Waves slap the flat hull, the fishermen spread their feet apart to counter the developing chop; they give it no thought. Occasionally casting an eye at the surrounding weather, it is an automatic gesture, subconsciously alert to squalls and clouds that blacken the sky.

They weigh anchor, sheet in the main,

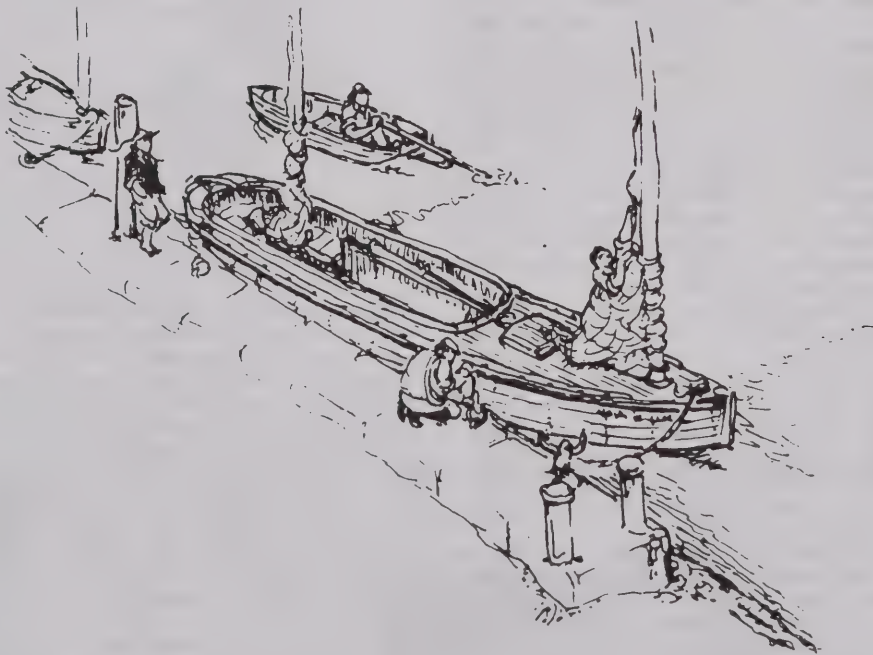


unfurl the mizzen. Head for home, the sea conditions cause the sharpie to pound but with the good winds its making the best passage of the season. The older fisherman on shore grin happily at the sight of the sharpie flying by. What glorious times they must have been.

If, in its time, you saw a sharpie tied to the dock, the shape would catch your eye right away; narrow in beam compared to the length. The low freeboard must be used to reach the water easily. Wide wash boards were definitely needed. You would wonder why there are three mast steps, until someone explains that the

it was meant for racing. If you were able to stand long enough, watching them come and go they would gradually vanish. They're gone forever.

The sharpie is really an enlarged open sailing skiff, retaining the skiff's flat bottom, stretched in length and keeping it's beam as narrow as possible. It retained the skiff's open cockpit and ease of sail handling. Sharpies today do not follow the classic definition, as far as I can tell the feature that qualifies it as a sharpie today is the shape of it's bottom. I think its fair to accept that.



mizzen mast is only used during the summer, removed for the spring and fall seasons. The main mast is then re-stepped to the middle step. If the sharpie was to be single-handed the mizzen was never used. The mainsail would probably have hoops, (if it's a later version), allowing the sail to swing freely over the bow.

If the paint job was rough, its a work boat. If it was neat and clean with gleaming varnish

Even in its own day there were modified or altered versions. I counted ten variations of the basic form. I'm sure there are more. Most carried the name of the place for its description. Only two names didn't use geographic descriptions, they used names that described some unique feature. For *Paradox*, I suggest using "Chine Runner Sharpie", to differentiate from others. Then if someone would ask

you what kind of boat *Paradox* is you could say ; "Its a chine runner sharpie".

Is the sharpie a great boat? The method of answering that is to modify the question. Is the sharpie a great shoal draft, beachable, coastal sailboat that can be easily built and sailed in most weather? The answer is, yes. If your requirements are different you'd better look elsewhere.

Builders and sailors of sharpies in their day rejected more complex boats, seeing no advantage in the rounded chines. A sharpie was good enough with hard chines; they were practical and not attracted to the beauty of the curved hulls. To them it was a waste of time and effort. Sometimes we go to a lot of effort and gain little in advantage.

Things have changed. Today the interest in boats is mainly for pleasure, for weekend cruises, daysails and racing. Boating has entered a different realm. Now the boating mind thinks in an entirely different way. No longer will most boaters accept the discomforts and conditions which the oysterman in my story gave little thought to.

Today our minds are filled with things that would have meant very little to the fisherman. Ideas of hull displacement to sail area ratio, length to beam ratio and a bunch of other ratios, self-rightingness, and that boats must be comfortable and never pound, and sail almost straight into the wind.

If you were to talk of such things to an oyster fisherman of the past, he'd study you a minute, shake his head, then he'd invite you aboard his sharpie for the sail of your life. One you would not forget soon.

The 1996 versions of both the Webster and Random House Dictionaries have removed the definition of sharpies.

Coating the Bulkheads: The bulkheads should look like this. The deck beams, cleats and floor support have been glued and nailed to the plywood bulkheads. All glue squeezed out should have been picked up (thin stains are okay). The ends of the outboard cleats should be protruding at the bottom. The cleat edges should be radiused, where needed. Sand surfaces lightly, (use the "Flapper" for inside of cutouts or on any inside curves, see "No Sanding" section) with hand block sander or loose paper. Brush off dust.

Protect your floor or move outside to coat bulkhead assemblies. It's hard to have a cover on the floor because as you walk around epoxy sticks to your feet and then you'll look like a cartoon with it stuck to your feet. Caution! Never set a cup of epoxy on the floor. One way to protect the floor is to staple wax paper just along the edge, sticking out an inch or so. Taping paper or cardboard around the edges also works.

Always have parts as level as possible when coating with epoxy. Coat plywood using squeegee; coat lumber with a small brush (see "Easy Epoxy Coating" section). Set aside to dry until the next morning, do as instructed in coating section.

Note: Do not coat transom, there's more work to do yet.

Note: Do not putty nail heads, its not necessary. Just get flush with surface (so they won't cause problems with surfacing).

Note: If you haven't assembled bulkhead #2 yet it would be a good idea to use locators as described earlier for the vent trunk cleats.

Note: If you haven't cut out Bulkhead #3 yet, on Dwg. 8, increase dimension shown as 24

45mm to 55mm. In fairing my deck that little extra material gave better gluing area for carline (you can always trim if you don't need it).

No Sanding Section: That's exactly what you want to try to do, strive to do none or as little as possible. In every way possible. Don't use up sandpaper you'll have to replace because you're doing extra sanding. Don't sand off epoxy you've paid a lot of money for when there're ways to avoid it.

The 3M Paint & Rust Stripper when used in a electric drill is the handiest boat building tool. It stays in my drill. A section will cover this item in more detail. Now just use it to roughen any surface to be glued. Use the flat face, not the edge. This individual tool will save you from clogging lots of sandpaper.

You can start by buying coarse (40-60grit) good quality paper, aluminum oxide (no flint or garnet). 3M makes good stuff. Use this on your rubber hand block sander. If that doesn't work for you, go to Sears and buy a belt sander belt and cut it into suitable pieces. How does this help you? First; coarse cuts fast (you won't need a smooth finish). Use it lightly on the surface, just enough to roughen the surface (minimum sanding). Coarse paper cleans easily with a small brush (see illustration). Brush frequently, you can't sand with clogged sand paper. Save all pieces you've used up in a paper bag. These small pieces will come in handy later.



Surfaces that will be painted should only require light sanding, only if you've applied the epoxy correctly. Using tools like the little surform or a cabinet scraper saves sanding. Learn to remove wood with the block plane. Using the big grinder with 36 grit saves using a lot of little sheets of paper to do the same job. Constantly think with "no sanding" mentality. When puttying, mix the putty with lots of filler that allows easy sanding. Use the method shown in "Beautiful Fillets"; these shouldn't require any sanding at all if done correctly. Eliminate sanding every way you can.

The "Flapper" is a round little sander with a bunch of strips of sand paper bonded to a shaft. The shaft goes in your electric drill. I'm including it as a no sanding saver as it's just the best thing going for sanding inside surfaces, like the cutouts for the plastic deck plates. I've even enlarged cutouts quite a bit with this item. It's a tool that really works.

Why sand expensive epoxy? Don't. That's one reason we didn't precoat. If we precoated we'd be clogging our paper with glues (see "Epoxy Coating" section).

Easy Epoxy Coating: The purpose of the coating is to protect the wood from water. There are areas that need more protection than others. As we build *Paradox* we'll define those and cover them as they occur.

Now basic coating will be covered. Thinning epoxy seems counter-productive to me. We want to build a thickness over the wood. If you thin, surely you'll have to use more layers.

The first coating for wood should be absorbed in the fibers. Whenever you're coating anything on the boat whether its epoxy or paint get it into the surface. Squeegee's do that, brushes do that too. Rollers skim over the surface, paint sprayers just dust the surface.

I gave foam rollers many chances on different boats, trying various methods. I finally put them in the category of things that are available but don't work. They are impossible to clean, expensive, not practical to use and they don't do a good job. Besides I got tired of throwing them away after using them a couple of minutes. More about coating is continued below.

Sensational Squeegees: Squeegees work the best. What you're attempting to do is put an even, ultra-thin, epoxy coat over the entire surface. Do not dump a pool in one spot. Pinch the cup as shown in an earlier article, pour a pattern (take your time) of fine grids of epoxy over the surface, this allows more control. If you dump gobs you'll make a mess trying to move it around.

Lightly spread the epoxy over the surface. Here's a skill you must develop. As you pull the squeegee toward you, epoxy will build up under the edge. With a lifting quick motion, pick up the squeegee and put that epoxy in a needed area; if there is no area, that epoxy goes into the cup. When working large surfaces, work in long straight lines pulling the squeegee toward you at the edge, use the pickup motion, dump that epoxy into the cup. Now with it spread evenly, go over the entire surface pressing down, smoothing out the surface, putting excess in cup with the pickup motion. Do not attempt to just put this back on the surface, you'll create ridges.

The surface should appear almost dry with no pools or puddles. This method ensures a saturated smooth flat surface. Let this dry completely but not more than 24 hours. Clean the squeegee right away with "Goop"; wipe off with water. If the edge of the squeegee gets rough, staple a piece of fine sandpaper to a block of wood and sand edge smooth. For the next coat see below.

Putty Knives: Narrow, metal, good quality, putty knives are best for picking up excessive epoxy glue or squeeze out. They are also easier to clean epoxy off than any other tool. Use them a lot!!

Do not use squeegees to apply putty. If you do, you'll be putting it on again and again. The two tools that do this best are the metal putty knife and the acid brush. You need all the sizes available in metal putty knives up to 6" . You'll use mostly the small ones.

The acid brush works best for dobbing gobs of putty on small areas that need it (better than any thing else); also good for smoothing out small pools of epoxy.

This may appear unusual but for epoxy coating after the first epoxy coat, I use a metal putty knife. I've tried squeegees and other methods, but the putty knife seems to work best. The squeegee follows the surface too

close always leaving hollows no matter how many times you go over it. If you putty those hollows, you have to sand that putty smooth. Remember we want a surface we don't have to sand. Think minimum puttying.

Use the same method as for applying the first coat of epoxy except use the putty knife. Use the acid brush to touch up. You should end up with a smooth surface. If you're not happy with that, apply another thin coat. That should be good enough for most people, remember you're not building a car or a piece of furniture.

Note: Fiberglass and woven roving require entirely different methods. We'll cover that later.

After you've final coated both sides of bulkheads set them aside. We want that epoxy to cure really hard before our next step (puttying and filleting bulkheads). I'll cover that before we assemble bulkheads to hullsides.

Laying Out and Cutting Side Panels:
Do the layout of the lines with your plywood

on two sawhorses. Laying out lines requires a lot of moving around, better not do it on the floor. Besides you'll be using the sawhorses a great deal. Try to do all your work on your feet.

If you recall from Part 2, you must be accurate. Use a long straight edge (metal) preferably four to five feet long, or use your cutting guide to make long lines. Lines must be straight.

Note: All lines that call for 90 degrees, check to make sure they are (see illustration).

Note: Make sure if you are using exterior plywood that knot holes end up on the outside of the panel.

Draw a line parallel to top edge of panel for the base line. It should be 5mm more than the greatest dimension, for the forward panel that dimension is 112mm. For the aft panel it's 28mm. Add 5mm to both of these dimensions. This is the base line (see illustration).

Note: Sheer line is important (you line

up the corners of the bulkheads with this).

Along that base line, measuring from the scarp edge, lay out dimensions lightly working towards the bow. Lay out all perpendicular and non-perpendicular lines. These dimensions position the bulkheads and also will control panel assembly. Be accurate!! Double check dimensions. If correct darken line.

Mark points above base line for sheer. Double check them. Circle ones that are bulkhead corners.

With batten (flexible piece of wood) darken the light line for sheer (it'll have a hump in it).

Along verticals, mark down for chine, mark down for non-perpendicular to chine. With batten draw a chine line lightly, check all measurements, if okay, darken chine line.

All done with the layout? Not yet. Before you cut anything, lay out other side. Why? You will need it for reference when nailing the bulkhead and assembling hull panels. It requires the same accuracy. Run lines around edge so both sides match.

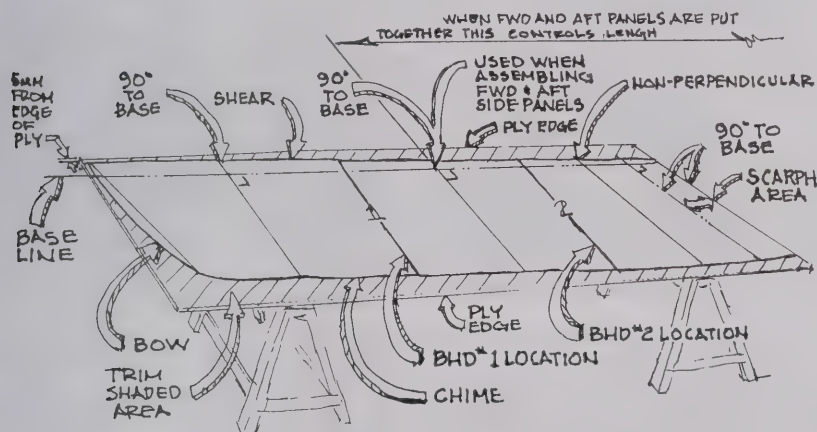
After both sides have all lines on, then get the saber saw. The blade in the saber saw must be 90 degrees to the base. Cut close to the line but keep it outside the line, make sure if it drifts go outside of the finished panel, plane down later to marked line.

Press down on the saw. If your line is dark you should have no problem. Do not scarph them yet, set aside but have sides with knot holes available for puttying. Do not coat with epoxy.

This installment was planned to include more, but I ran out of time. The next installment will cover scarphing side panels, transom parts, rudder blade construction; in the general category, "Useful Tools", "Sight, Feel and Sound Building", and at the end "Paradox Thoughts."

References:

1. Parker, Ruel: *The Sharpie Book*.
2. Chapelle, Howard: *American Small Sailing Craft*.



SIDE PANEL LAYOUT-ALL THIS INFORMATION IS ON DWG #6



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Having been accustomed to long roofs and gutters on cars for most of my life, it was a challenge to find a way to car top my 15-foot Allagash canoe on a 1994 Acura Integra Coupe with no gutters and a fore-aft roof length of about 35 inches. First of all, the forward portion of the 35 inches sloped so steeply to the windshield that it wasn't suitable for a crossbar mount. Secondly, the rear portion of the roof was above the rear window only, there was no doorway which is necessary for the mounting of a second crossbar. Careful study of the Yakima catalog showed it was not possible to carry a canoe on my car.

However, after some thought, I realized that it might be accomplished if I utilized the 1-1/4"x1-1/4" box receiver trailer hitch I had installed for pulling my Quartermaster 12-day sailor. Years ago I had seen a car topping arrangement where a single crossbar was used over the car to support the stern of an aluminum row boat, and the bow of the boat was supported by a "T" bar mounted in place of the ball on a trailer hitch. The height of the "T" must be enough to match the level of the single crossbar. There are two advantages to this system. First is that the inverted row boat traveling down the highway stem first has better aerodynamics than the conventional, forward facing car topped boat, due to reduced eddy currents. Secondly, the loading is made easier by loading the bow onto the "T" at the back of the car (with the boat positioned 90 degrees to the car) and then the stem is raised and walked around to the front of the car and is placed on the single crossbar. In other words, only one end of the boat is lifted at one time, making the process easier, especially for the single-handed loader.

I happened to have the "T." It had been given to me by a friend many years ago and had been manufactured by the Cosom Corporation in Minneapolis. On my computer I have checked for a listing for this company, and its parent, Thermotech Ind., and have found nothing and conclude they no longer exist. However it is a simple design. The lower galvanized pipe, of about 1-1/2" O.D. should be welded or bolted to a ball mount (if you use a box receiver hitch) or a draw bar otherwise. The upper telescoping pipe of about 1-3/4"

Car Topping With a Small Modern Car

By John Larsen

O.D. should have a "T" of sufficient length for your boat fastened on the top. The length of the two pipes combined should be sufficient to bring the top of the "T" level with your crossbar.

My crossbar was ordered from Yakima by a local dealer, which in your location might be a small boat dealer or a bicycle shop. It is specifically for my Acura Integra and it fastens very securely, in a few seconds, and with minimal or no abrasion to the paint finish on the car.

To prevent lateral movement of the canoe, I used two lengths of aluminum, 1"x1/8"x a length equal to the beam of the boat at the crossbar and at the "T" plus three inches in each case. At each end of those two pieces of flat stock I bent a 1" 90 degree angle. These were fastened to the crossbar and "T" with stainless steel, screw drive hose clamps, but before the hose clamps were tightened I slipped four pieces of 5" long 1-1/8" bicycle inner tube over the bend areas to protect the boat gunwale from the aluminum strap. When the hose clamps tighten, the inner tube is clamped securely. The inverted canoe then rests between those bent ends and sideways motion is restrained.

At this point I have said nothing about how to prevent fore and aft movement of the canoe, or upward movement to control the boat when driving over bumps, ascending and descending steep hills or rapid change of speed. I decided to accomplish this control through the use of angled hold down lines of 1/4" nylon double braid.

The bow of the boat at the rear of the car was easy. I simply tied a line with a bowline to one side of the bow thwart, ran the line through the closed end of a "S" hook and thence to the other side of the same thwart

where I fastened with a hitch called a rolling hitch by sailors, and a tautline hitch by the Boy Scouts. Then I installed a forward facing eye-bolt on the upright of the "T." To use this is fast and simple; hook the open end of "S" hook on the eye and draw up the rolling hitch. I never remove this line from the boat.

The forward tiedown of the stern of the boat is not so easy with modern aerodynamic cars. It doesn't matter if you cartop a canoe, kayak or tin skiff, or if you have one crossbar or two, the tiedown point to the front of the vehicle is hard to find. But there is a cheap and effective solution. Lift the hood of the passenger car, pickup truck and most vans, and on both sides of the opening to the engine compartment you will see a series of hex head screws which fasten the top of the fender to the uni-body. Choose one of these (on each side) at a position where a line to the boat fasten point would be about a 45 degree angle and remove the screws. Then cut two 10" lengths of 1" nylon strap and head fuse the ends. Then fold each strap into a loop and about a half inch from the fused ends drill a hole through the double layer of each loop. I use a large nail or a bolt heated in my torch to drill fused holes through nylon strap. Put the hex head screws through those holes and replace the screws where they came from with a flat washer over the strap. Then slide two 4" lengths of the inner tube you used previously over the web loops to prevent abrasion to the painted corners of the edge of the hood. When you are not cartopping the loops lie under the hood and are not visible. I then use a single 1/4" nylon line about 10 feet long which I fasten in its center to a thwart and run the two ends to each of the strap loops and secure with rolling hitch. That same line, while boating, serves as a painter.

When I walk up to the car with the yoke of the 50 pound canoe on my shoulder, I can observe perfectly my placement of the bow of the boat on the "T." Within one-and-a-half minutes the boat is secure and ready to travel. The marriage of this small, light craft to a small, light vehicle seems very appropriate.

John A. Larsen, 270 Mangrum Drive, Pueblo West, Colorado, 81007, U.S.C.G. License 297703.



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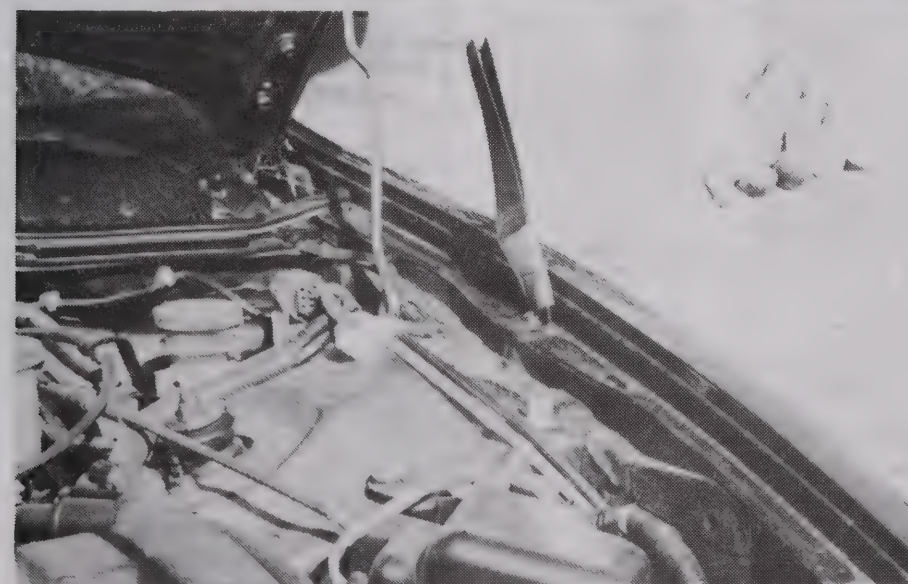
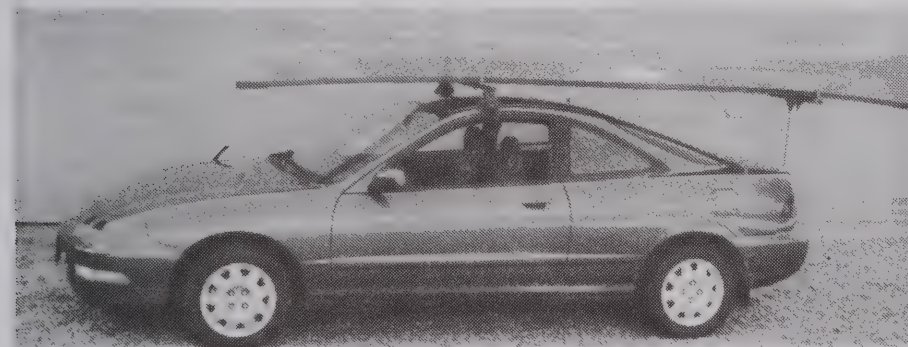
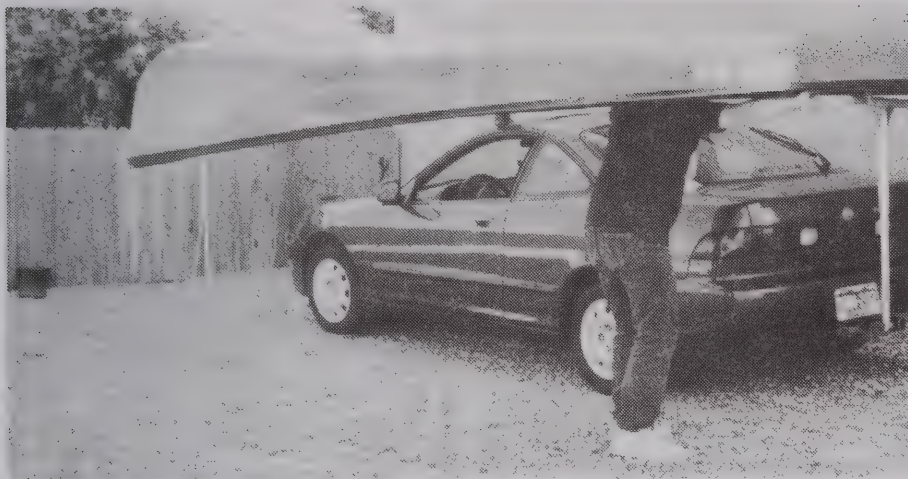
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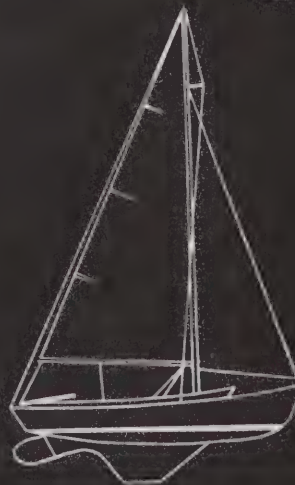
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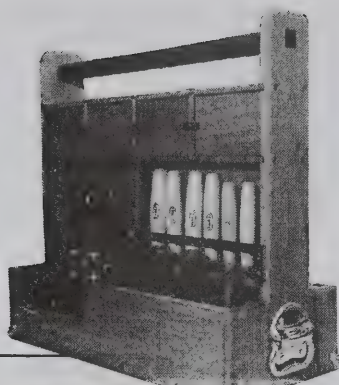
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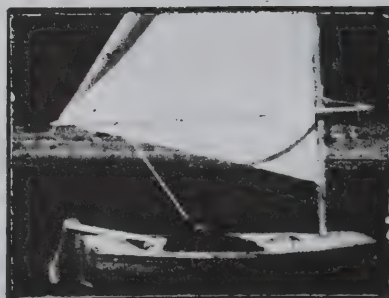
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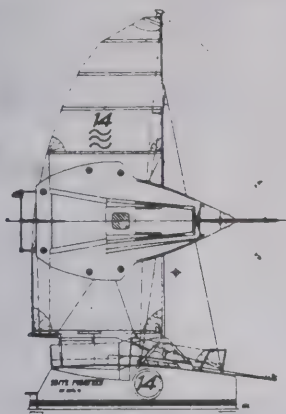


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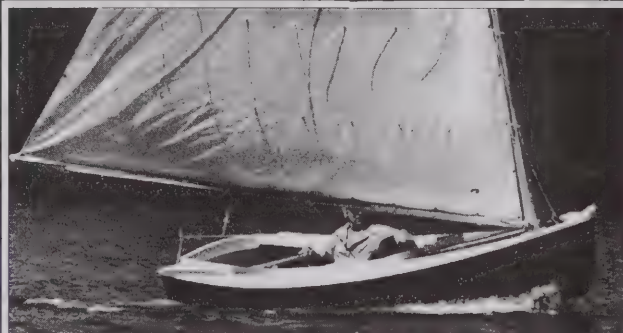
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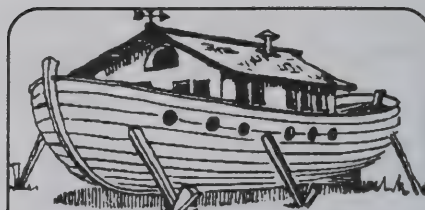
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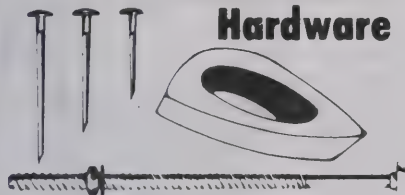
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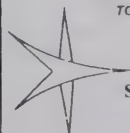


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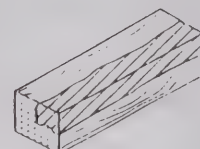
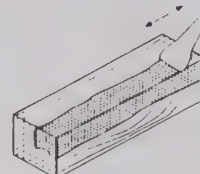
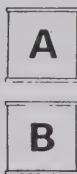
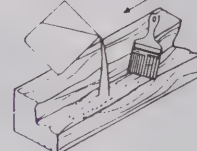
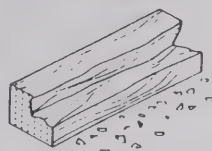
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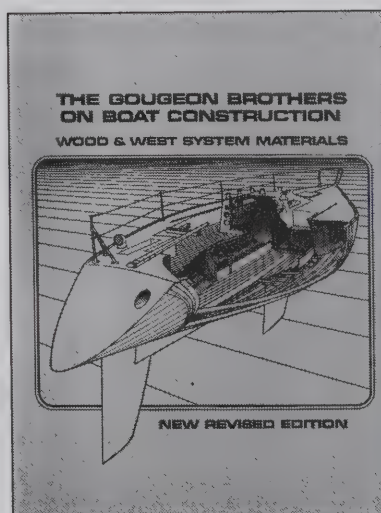
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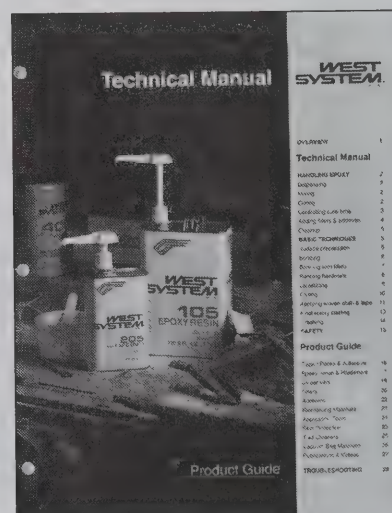
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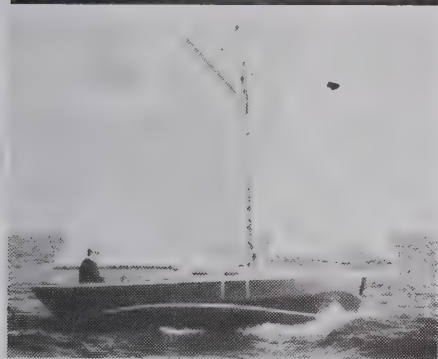
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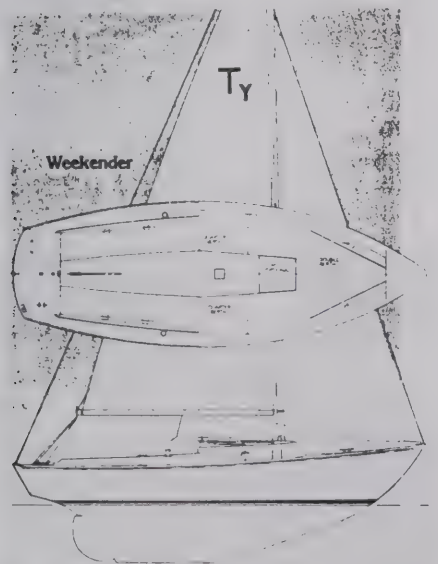
BOATS FOR SALE



Gaff Rigged Pilot Cutter, Coracle, '74 Stadel rugged traditional salty design ('41). 24' LOA, 20' LOD, 16' LWL, 7'3" Beam, 3'6" Draft. Full lead keel, carvel mahogany planking on white oak frames. Sitka spruce spars, varnished mahogany trim & bronze hrdwre thruout. 10hp Volvo diesel IB aux, sink, portable stove, icebox, porta potti, 3 berths, VHF, depth sounder, bulkhead compass, AM/FM cassette, engine gauges. Fully restored to Bristol cond. A perfect traditional daysailer or wknd pocket cruiser. \$12,500 OBO. MICHAEL CIANCETTA, York, ME, (207) 363-2102 or (603) 433-2323. (13)

Elver Sailboat, 20' yawl, strip planked cedar, spritsail rig, tanbark sails, roller furling jib, all Harken blocks. Recently refinished, though again in nd of paint on deck & cabin. Incl 6hp Seagull OB, E-Z Loader galv trlr, anchor, bulkhead compass, all lines, bumpers, etc. \$2,500. BILL HARMS, Mechanicsburg, PA, (717) 732-5567, lv message. (14P)

Catalina 25, swing keel, dinette layout, inside like brand new, 15hp engine, many extras, grt sailing boat. Asking only \$6,500 for quick sale. **27' Pearson Renegade**, beautiful yacht w/Atomic 4 engine. Must sacrifice @ just \$7,500. ED FOSS, Bay City, MI, (517) 892-8946 anytime. (13)



18' Cape Dory Typhoon Weekender, gd orig cond w/nice upgrades. Stiff little boat. Easy to use trlr. \$3,700. PETER ZWAAN, Los Angeles, CA, (818) 355-3073. (13)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



Pearson 26 Ariel, a fine low cost vy seaworthy cruiser, well equipped & ready to sail. '65 full keel Carl Alberg design. 4 sails, Evinrude 9.9 electr start, head, galley, 4 bunks, safety gear, etc. Gd sound cond. Incl free permanent mooring on West River on Chesapeake. \$4,400. STEVE LUKACZER, Washington, DC, (202) 332-4303. (12)

17' Grumman Sailing Canoe, Balogh rig. Rommiller twin rudders, rowing attachment, Shaw & Tenney oars, motor mnt. All for \$750. HERB KRUGMAN, Stamford, CT, (203) 327-5226 wknts, (203) 792-2590 wknds. (12)

15'6" Gloucester Gull, exc cond, rows easily, tracks beautifully & carries well. Prof blt '95, dynel bottom. Offered w/customized Easy Loader trlr for \$2,350, w/o trlr \$1,750. **Cape Dory 14**, vy gd cond. LOA 14'4", beam 4'3", gunter rigged, ready to sail or row. Shoreline trlr incl. \$1,975. BERNARD POWER Mystic, CT, (860) 536-8637. (12)

16' Comet, '43 Hull # 2044 in gd but not original cond. W/trlr. \$1,200. CURT JODRIE, Cape Elizabeth, ME, (207) 767-2906. (12)

15' West Wight Potter, '95, FG mini-cruiser. Dark green hull, tanbark sails, SS pulpit & cockpit rails, main, genoa, jib, topping lift, boom vang, porta-potti, galv trlr w/12" wheels, other extras. Vy light use, beautiful craft. List price \$7,800, now \$5,000 OBO. Video & working handbook available to serious inquirers only. Will deliver within New England. **7' Pram**, mahogany plywood, w/oars, blt by Pert Lowell '93. Asking \$250. MARTIN C. LIAN, 24 Grover St., Beverly, MA 01915, (508) 927-4546. (12)



31' Pacemaker, fall price \$6,000 w/VHF, DS, loud hailer, dual station FB sportfisher, man. Slps 4, encl marine head, SS galley. Lots of fishing room. Can be launch ready in 10 days. Must sell as bldg inland. Suitable for family cruising fun or fanatic fishing. Outriggers, pole holders, plenty of storage. Located southern ME coast. Blt '66 in NJ, mahognay w/oak ribs, new engine (V8 260hp Chrysler Marine FWC) in '83. Overall gd cond. 3rd owner seeks smaller vessel, sloop or trailerable powerboat w/cuddy. Wood preferred but FRP OK. Want stable, seakindly replacement that can be moved about on land more easily for ocean & lake cruising. Price is firm in cash but can be paid over winter. Info packet. ED CASS, 122 Stacy Ln., Eliot, ME, (207) 748-0929. (12)

'91 Dovekie, Phil Bolger/Edey & Duff Hull #151. Like new. All refinements & equipment incl trlr & new Nissan 3.5 longshaft. \$7,750. DANIEL LAWRENCE, Bellport, NY, (516) 286-7798. (12)

18' CB Sloop, beautiful simple classic lines w/hard chine & 3/4 deck. Blt '55, compl rebt '91. Vy solid. Alum mast w/Lightning sails (little soft but working fine). Trlr incl. Located in Montreal, QU. Picture on request. \$1,200 or xchg for folding kayak or other similar floating device. DENIS BEAUDOIN, Montreal, QU, (514) 641-1664, e-mail: d.beaudoin@telesat.ca (12)

Bluejay, 14' wood/fibercoated, trlr, new sails, covers. \$2,250 OBO. JILL KAREN BUTLER, W. Palm Beach, FL, (561) 659-7656. (12P)

Cape Cod Beverly Dinghy, sailing model, old but complete. \$800. DAVE MURRAY, 34 Dennison St., Gloucester, MA 01930, (508) 283-3853 early eves. (12)

Traditional Wooden Rowboats, custom built. JOHN DAVIES, Penobscot, ME, (207) 326-8704. (13P)



C-Dory 22 Cruiser, '94 w/twin Honda 45's (200hrs). Load Rite trlr, Auto Pilot, radio, depth sounder, custom winter cover, other accessories. Ready to go. Quiet, thrifty & vy seaworthy. Fair @ \$22,900. MALCOLM RINGEL, St. Michaels, MD, (410) 745-6170. (12)



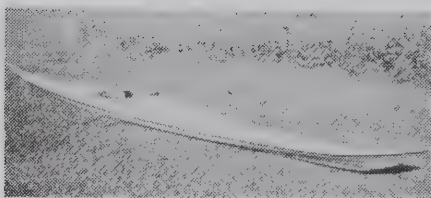
26' Westerly Chieftan, aft cabin Centaur w/wheel, diesel. Dry stored 5 seasons in VA. Mint, Urgent, health crisis. \$12,000.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

19' Mariner, '81, exc cnnd. All new running rigging, North sails in gd shape, boat & trlr reworked, electrical system, masthead light & Contest compass, bearing buddies & spare, 4hp Evinrude, transom swim ladder. \$3,500. **14' Lido 14**, gd cond ready to sail. Galv trlr w/spare. \$1,500. **14' Cape Dory 14**, was Roger Taylor's. Orig oars, sliding gunter rig, gd sails, galv trlr w/spare. \$3,000. TOM WESSON, Tupelo, MS, (601) 842-3712 days, (601) 767-3529 eves. (13)

22' Lunenburg Type Dory, blt '95 never used. Cuddy cabin w/2 berths, OB well for 25-40hp. Pine sides, 1-1/8" spruce bottom. 7'9" beam, 8" draft. Pine tar & oil interior. Still @ bldrs in PEI. \$3,200US. Will deliver to New England for \$250. ED CLEMENT, Boston, MA, (617) 561-6578 days, (617) 846-4843 eves. (13)



14' Geodesic Canoe, 24lbs, carries 2 adults. \$695. **14'7" Rangeley Lake Boat**, one-off C-flex FG custom blt by Jim Thayer. Absolutely beautiful. Custom 4 color Awl Grip paint job, white bottom, red boot top, Royal Blue topsides, even an Awl Grip gold cove stripe. Mahogany gunwales & thwarts. 2 rowing positions, 1 set oars w/leathers, etc. Incl sailing rig, mast, NACA foil high lift leeboard, mast step & partners. 2 almost new sails, small for high winds, big for light air. Featured in 2 part article in *Ash Breeze* in '94. \$1,995. CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (13)



Guillemot Expedition Kayak, 19'x21", cedar strip, sheathed inside & out w/epoxy & FG. Flush hatches, self-adjusting back support & deck bungees. Fast, beautiful, seaworthy craft. \$3,200.

DAVE CANAVAN, Harrison, ME, (207) 583-4581. (13)

15' Sailing Flattie, from John Gardner's *Building Classic Small Craft*. Blt '85, marine ply on fir frames. Bigger than Bluejay, smaller than Lightning. Vy gd cond, w/trlr. \$2,000. **12-1/2" Keuka Lake Trout Boat**, Sutherland style. Fishing rowboat, cedar on bent oak frames, mahogany trim, wineglass transom. \$1,900.

JOHN CURRY, Mahopac, NY, (914) 621-1506, (914) 764-1138. (12)

17' Jonesport Class Sloop, buy hull #1 and get hull #2 FREE. Designed & blt by Bert Frost '60 in Jonesport. Hull #1 totally restored '94. Hull #2 nds restoration. Lots of bronze, mahogany trim, Sitka spars, CB, trlr, 3.3hp Johnson. Faster than a Lightning yet looks like a Herreshoff Buzzards Bay 14. Will sell separately. Also consider trades for mini-cruiser, sailing Whitehall or peapod, possibly power boat. \$4,000 OBO.

DALE KILBRETH, Jonesboro, ME, (207) 434-7451. (13)

Sea Pearl 21 Cat Ketch, w/water ballast, vangs, tonneau cover & convertible top, teak & holly sole, teak rubrails & trim, Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/bearing buddies, spare wheel & swivel jack. \$4,900, incl '95 Honda 2hp 4 stroke OB. STEPHEN PAGE, 372 Gov. Chitt, Rd., Williston, VT 05495, (802) 878-6529. (13)

Bolger Microtrawler, '93, epoxy bottom, 6' plus headroom in pilothouse & stateroom. '93 9.9hp 4-stroke. Roller trlr. Asking \$7,900 OBO. Will separate.

DOUGLAS BAXTER, Secane, PA, (610) 544-9498. (13)

10' Lil-Pickle, sailing version of Jim Thayer's classic Whitehall. FG w/mahogany trim, new dacron sail & spritsail spars. Exc cond. Bought for Casco Bay, Maine island cottage renters but few can handle spritsail rig. Cost \$2,000+ new, asking \$900. Will cartop to buyer if along Atlantic coast. PAUL HODGE, Middleburg, VA, (540) 554-8624. (13)

Windward 15 Sailboat Hull, new marine ply constr. Nice lines, w/plans to compl boat. \$275 OBO or trade for restorable wood/canvas canoe. BOB WADON, Randolph, MA, (617) 963-2036. (13)



Nimble Vagabond, 21' pilot boat type. Grt boat for ICW, slips 2 in comfort, encl head, galley, exc cond. Fully equipped, in water ready to go. Firm \$13,990. Info, equipment list, photos. WILLIAM LEWIS, Pembroke Pines, FL, (954) 437-9764. (13)

7'9" Dyer Dhow, rowing model. Exc cond, white FG hull, oars & oarlocks. Stored indoors. \$1,000 or reasonable offer.

C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (12)

25' Bristol Corsair, w/10hp Chrysler Sailor electr start OB w/cockpit controls, overhauled in '95. New & spare main, new VHF, cruise equipped. Slps 5 w/6' headroom in main cabin. Enclosed head. Grt family boat. \$5,000.

GENE TRAINOR, Scituate, MA, (617) 545-3734. (TF)

14' Microcruiser, early Matt Layden design. **8' Plywood Pram**, decked to shed rainwater. **15' FG Canoe/Kayak**. Windsurfer, orig model from late '70's. None extremely valuable so we're not too picky abt price.

STEVE LAYDEN, Boulder, CO, (303) 530-4505 for details. GAIL LAYDEN, (860) 633-4266 to see boats. (12)

Friendship Sloop, *Monhegan*, I.A.A.T.S.S., Bolger 19'. Restored bare hull, ideal West System (tm) project. Full parts inventory incl new dacron sails & plans. Hull free, parts negotiable.

JOHN SEATON, Easton, MD, (401) 822-2953 aft 6pm. (13)

Sailing Dinghy, 8' pram, FG, in exc cond, w/take-apart mast, mint dacron sail, hvy duty rudder, CB, oars & oarlocks. Blt-in flotation, gd for kids & old folks. Exc tender or for rowing, fishing, just messing about. Located in nr Boston suburb. \$350.

JOSEPH RESS, Waban, MA, (617) 332-1482. (12)

21' Florida Bay Hen, cat-ketch rig, nicely equipped, hvy duty tilt trlr, lights & fan in cabin, spacious cockpit, teak trim. Grt shoal draft camper-cruiser. Exc cond. \$4,500.

ARTHUR TILLEY, Vero Beach, FL, (561) 234-1218. (12)

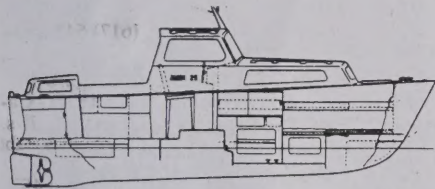
21' Dovekie, Hull \$96, fully equipped w/back porch, seat cushions, dining table, cook set, mattress, 2hp Mariner OB, like new trlr. Located in Gloucester, MA. Asking \$6,000.

H. ROBBINS, Boston, MA, (617) 578-2586 days, (617) 266-1321 eves. (13)



'73 Bristol 26, Honda 10 OB w/remote controls. North genoa & full batten main, custom canvas, dodger, awning & sail covers, faired & epoxy sealed hull, rudder & CB, self tailing winches. Available all tide slip, Magothy River, MD. \$7,500. MARK FISHER, Takoma Park, MD, (301) 589-7407, e-mail: mf0002@epfl2.epflbalto.org (12)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (TF)



Albin Deluxe 25', aft cabin, 36hp Volvo marine diesel, custom raised bimini w/camper canvas, vry clean. Incl everything. Safest cruiser ever blt. \$14,000. JIM MURRAY, Poughkeepsie, NY, (212) 477-6606 days, (914) 446-5560 eves. (TF)

Bolger Elegant Punt, lateen rig. Nds cosmetics \$95. **Ray Graana Snipe**, #6667, bronze CB, dual purpose trlr (fast boat). \$595. RICK RAMSEY, Ft. Wayne, IN, (219) 747-1471 eves & wknds. (13)

Westerly Chieftan, aft cabin Centaur, w/wheel, diesel. Dry stored 5 seasons in VA. Mint. Urgent, health crisis. KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

'52 Chris Craft Sea Skiff, 22', no time for what should be an easy restoration. Boat was in water & used summer '94. \$1,500 OBO. GENE GIFFORDS, E. Islip, NY, (516) 582-1808 work 8-5. (12)

Catalina Capri 14.2, 14' '95 sloop. CB, kickup rudder, teal on white, multi color main & jib sails, reef pts, roller furl jib, OB mtr bracket, custom cover, jib cover, trlr. All exc cond. \$3,750. DAVID JANZ, Box 21835, Milwaukee, WI 53221, (414) 425-2431 eves. (12)

18' Lowell's Sailing Surf Dory, exc cond. Blt w/ West System epoxy bottom & garbds. Package incl all hrdwre, rigging, sails (main & jib), mast (solid Sitka spruce), oars, custom galv trlr, 6hp Evinrude (runs fine). Worth \$10,000 new! \$3,000 firm. KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (12)

Double Ended Lapstrake Duckboat, \$4,750. New 18' solid wood reproduction of turn of the century market hunter's tool. Heavy duty, guaranteed by the builder. ROBB WHITE & SONS, P.O. Box 561, Thomasville, GA 31799, (912) 226-2524. (12)

DN Iceboat, spruce sides w/ltwt framing. Gd looking, varnished, gd new hrdwre. \$2,000. JOHN CURRY, Mahopac, NY, (914) 621-1506, (914) 764-1138. (12)



18' Lyman Lapstrake, '57, gd runabout cond. 109 hp Grey Marine. Vry tight hull. Kept inside. Tlr w/ new tires. On Lake Superior. \$2,900. Also **15' Drascombe Scaffie**, open FG lapstrake, bilge keels for low tide. Lying Omaha w/trlr. \$2,000. GEORGE HAECKER, Omaha, NE, (402) 558-6479. (12)



10' 1938 Dyer Dink, lapstrake cedar on oak, orig sliding gunter rig, dacron sail. Restored '75, looks lk fine furniture. \$1,200 w/trlr. CHRIS BROWN, Wrentham, MA, (508) 384-3666. (12)

18' V-Bottom Cat, FG over strip planks. Custom ash blocks. In water 1 summer. Selling because of health. Asking \$3,500 OBO. E.A. TUCKER, 144 Indian Hill Rd., Chatham, MA 02633. (13P)

34' Tartan, '70, S&S design. Doc. K/CB, tiller w/ Autohelm, Atomic 4, roll/furl genoa, spinn & 4 other sails. Loran, VHF, depth, speedo, Avon dinghy. Cruised Maine to Chesapeake last 7 yrs. Fully found. \$24,000. PETER HAVILAND, Cushing, ME, (207) 354-8714. (13)

16' Comet Sailboat, '53. Nds work, wooden hull fair, has been FG over. Spars vry gd cond. On trlr. \$300. BRIAN REID, 141 Mountain View Rd., Tivoli, NY 12583, (914) 756-5013. (13)

22' Drascombe Long Boat, lug rigged yawl. Vry gd cond. 2 sets tanbark sails, 1 set brand new. 3 yr old 9.9hp Merc w/low hrs. 3 yr old EZ load trlr like new. Custom acrylic tent enclosure, oars, anchor. \$6,000. JOHN LACOCO, St. Michaels, MD, (410) 745-5440. (13)

Mirro Sailing Pram, compl w/spinnaker, oars, trlr, cover, etc. \$1,200. **16' Precision**, w/trlr. \$1,295. Many more. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (13)

Bolger Microtrawler, '93. Epoxy & Versatex bottom, blt per plans. Marine ply. No motor or gas tank, marginal trlr. Can deliver for gas & oil in 48 states. Must sell. \$3,000. Too many boats, I prefer sailing. TONY MC GARRY, Box 1335, Freeland, WA 98249, (360) 331-3789. (13)

19' Lightning, hull #241, trlr, 2 sets sails, 2hp Suzuki OB. \$1,200. ED HELLER, Pt. Charlotte, FL, (941) 629-1176. (12P)

28' Trimaran Sailboat, non-folding, designed by Ed Horstman. A gd professionally blt cruising boat. Vry compl. Asking \$28,500. BUD STYCH, 14044 N. Bluff Rd., Traverse City, MI 49686, (616) 223-4272, if no answer (616) 922-8916. (13)

BOATS WANTED

22' Drascombe Longboat.

R. CARLSON, 342 Vittum Hill, Sandwich, NH 03227, (603) 284-6800, (603) 323-7000. (12)

Ice Boat, old style w/stern steering.

ROY ROYAL, Columbus, MI, (810) 727-7320 home, (313) 390-6444 work. (12)

Folding Kayak, I have sold my Nautiraid double folding kayak & want it back. Can anybody help me? WTB double folding kayak, any cond, any make. Will consider single.

DENIS BEAUDOIN, Montreal, QU, (514) 641-1664, e-mail: d.beaudoin@telesat.ca (12)

Wooden Blue Jay, in gd cond w/trlr. Will trade '35 K-50 Johnson OB, runs gd.

JIM KENT, S. Hamilton, MA, (508) 468-7506. (13)

28' Shearwater, by Edey & Duff.

ART TILLEY, 3628 Rio Vista Blvd., Vero Bch, FL 32963, (407) 234-1218. (13)

GEAR FOR SALE



Ahoy! OPEN WATER ROWERS. Row Hard in our new open water t-shirt. 100% heavyweight grey cotton. Sizes: M, L, XL & XXL. \$16 each. Add \$2 for XXL. \$4 S&H when you mention *Messing About in Boats*. Toll Free 1.800.985.4421 Fax 207.985.7633. VISA, MC, American Express. Color catalog of rowing gear \$2.

WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA.

13" Boat Trlr Wheels, w/B78-13 tires, galv rims, 5 lug, 4-1/2" bolt circle. New take offs. \$60 OBO. RICHARD DANIELS, Wenham, MA, (508) 468-7703. (12)

4hp Mercury OB, short shaft, gd cond, runs gd. Asking \$250.

PHIL RYAN, Grenada Hills, CA, (818) 832-9374. (12)

Hamilton-Ferris Water Powered Generator, generates 12v when towed under sail. \$200.

DAVE MURRAY, 34 Dennison St., Gloucester, MA 01930, (508) 283-3853 early eves. (12)

There is nothing— absolutely nothing—

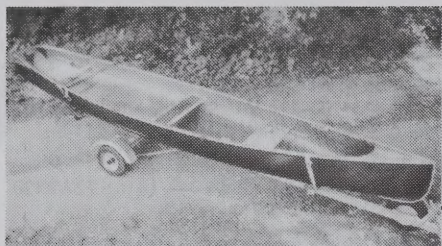
half so much worth doing



as simply messing about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.

DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)



Light Trailers for Light Boats, Trailax anodized aluminum trlrs, under 100lbs, exc quality, fully adjustable, UPS shippable. I supply them w/my 17' 105lb rowing & sailing Goodboats, find them ideal. Assemble in 3 hrs. \$600+/- . Different lengths, models, 2 boat carriers, etc. available, a full line. MASON SMITH, Long Lake, NY, (518) 624-6398 phone or fax. (18P)

Cockpit Shelter, for West Wight Potter. Canvas, aluminum crossbars, large windows. Fully encloses cockpit, makes large cabin. Could fit other boats. New. \$150 plus shipping. JERRY BAKKE, Muskegon, MI, (616) 755-7528. (13)

2-1977 SABB Diesel, 16hp 2 cyl Model 2HSP w/ clutch, reversing mechanism, 2 blade fully feathering prop. \$2,295. GENE GIFFORDS, E. Islip, NY, (516) 582-1808 work 8-5. (12)



T-Shirts, featuring an "Old Salt" showing his good natured disdain for plastic boats. Heavyweight 100% white cotton with full color image. Short sleeve, L,XL \$16. Shipping \$3.50. FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (18EOIP)

Mini Storage Bags, 8"x8" keep boat items dry. Expedition rated, heavy 4mil. \$7/dozen delivered. Imm money back guarantee. PENGUIN ENT., P.O. Box 3018, Stony Creek, CT 06405. (TFP)

Connecticut Cherry, rough cut 4/4, air dried, mostly 8' lengths. \$2/bd ft. VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, e-mail: vbeaudreau@itthartford.com (12)

Windsurfer Blanks, 3 each, foam core, ready for shaping. Free. PATRICK OTTON, W. Newton, MA, (617) 244-2761. (13)

GEAR WANTED

Sudbury Aqua-Clear Cooling Water Crystals, used to treat raw water engine coolant. Want some of the old crystals or info abt the product. ROBB WHITE & SONS, P.O. Box 561, Thomasville, GA 31799. (12)

Homelite or Bearcat OB Motors, 55hp & 85hp 4-cycle w/controls. Cash waiting. TEX, Alexandria, VA, (703) 922-9789 eves. (13)

Anchor Swap, lovely McIntosh wherry *Anchovy* requires 15-25lb Luke, Herreshoff or CQR anchor in vy gd to exc cond. Will swap 45lb SS plow or choice of several different Danforth sizes from 20-30lbs.

JON BAHRT, P.O. Box 1505, Portsmouth, NH 03802-1505, (603) 964-7310, 5-9pm. (12)

Shipwright's Adze, or info as to where one may be obtained.

PETER JEPSON, 21 Marsh Ave., Newbury, MA 01951, (508) 462-1175. (12)

SAILS & RIGGING FOR SALE

Original Windsurfer (tm) Sail, dark blue dacron w/white sock luff. Luff 13'8", foot 8', leach 13'3". 3 short batten rig (no battens), 2 windows, racing numbers. **Lateen Sail**, dacron, light yellow & white stripes w/3 batten pockets (no battens). Luff 12', foot 11'8", leach 13'2". Brass grommets on luff & foot. Both in gd serviceable cond for sailing canoe or similar projects. \$50 ea. + shipping. Both for \$100. ALAN GLOS, Cazenovia, NY, (315) 655-8296 eves, e-mail: Aglos@Center.Colgate.Edu (12)

ACA Class Sail, lateen rig, 44sf. New. \$125 plus shipping.

JERRY BAKKE, Muskegon, MI, (616) 755-7528. (13)

BOOKS & PLANS FOR SALE

Messing About in Boats, back issue collection. Free for cost of shipping.

ED SEYMOUR, 195 Sunrise Ave., Satellite Beach, FL 32937-2558. (13)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TFP)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.

MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TFP)



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.

ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50 incl S&H.

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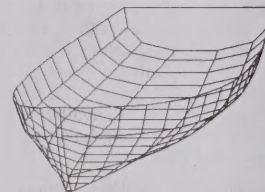
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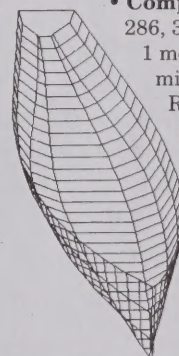
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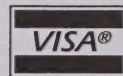
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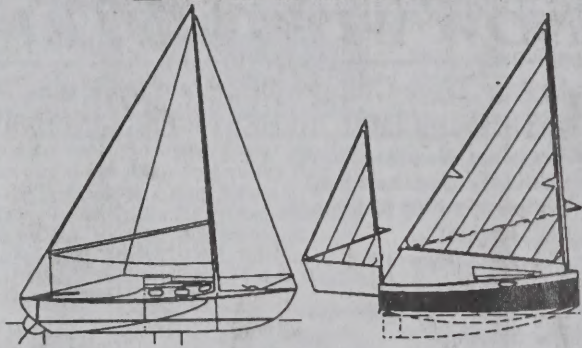


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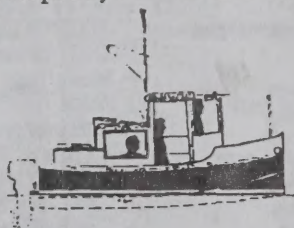


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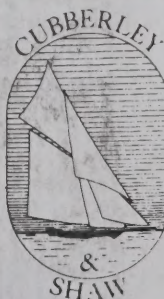
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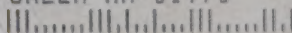
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